



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

MEETING NOTICE

Tuesday, June 7, 2005 1:30 p.m.  
CMA Offices – Board Room  
1333 Broadway, Suite 220  
Oakland, CA 94612  
(See map on reverse side)

Chairperson: Dennis R. Fay  
Staff Liaison: Frank R. Furger  
Secretary: Christina Muller

AGENDA

*“Copies of individual Agenda Items are available on the CMA’s Website”*

**1.0 PUBLIC COMMENT**

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

**2.0 CONSENT CALENDAR (+) Acceptance**

**1:30 p.m.**

**2.1 Minutes of May 3, 2005\* (page 1)**

**Action**

**2.2 Deputy Directors’ Report\* (page 5)**

**Information**

**3.0 FUNDING PROGRAM AND PROJECT DELIVERY  
CMP/CWTP/RTP**

**ACTION ITEMS**

**3.1 Federal STP/CMAQ Program: Cycle 1 Augmentation: Programming Local Streets  
and Roads Rehab & Safety Funds\* (page 11)**

**Discussion/Action**

MTC anticipates an additional \$105 million in federal STP funds will be available for programming in the region. Of these funds, \$22.5 million have been reserved for local streets and roads projects. Alameda County is proposed to receive \$3 million of these funds. The CMA TIP programming process for local streets and roads and safety projects that was initiated in February was delayed to match with the schedule of the federal STP Cycle 1 Augmentation funds. The ACTAC is requested to review and approve the Program of the CMA TIP and STP Cycle 1 Augmentation Funds.

**3.2 2006 STIP: Schedule and Process\* (page 17)**

**Discussion/Action**

ACTAC is requested to approve the process and schedule for the development of the Alameda County program of projects for the 2006 State Transportation Improvement Program (STIP).

**3.3 TravelChoice Marketing Program\* (page 27)**

**Discussion/Action**

The Transportation and Land Use Coalition (TALC) is proposing a pilot project in the Bay Area that would create the TravelChoice program. The program includes an individualized marketing campaign that targets willing participants and provides personally tailored transportation information. The CMA has been requested to jointly sponsor a Regional TFCA grant request for the project. ACTAC is recommended to review and approve the participation of the ACCMA with TALC for the TravelChoice Marketing Program project.

### **3.4 CMA TIP Exchange Program: Quarterly at Risk Report\* (page 29)**

**Discussion/Action**

ACTAC is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the CMA TIP Exchange Program.

### **3.5 2005 CMP Update – Chapters 8 thru 10\* (page 31)**

**Discussion/Action**

ACTAC is requested to review and recommend approval on the attached modifications to the 2003 Congestion Management Program affecting Chapters 8, 9 and 10. Chapter 7 (the Capital Improvement Program) is being presented separately. Chapters 8 thru 10 will be presented to the Plans and Programs Committee in June and a complete draft 2005 CMP document will be scheduled for Board action in July 2005.

## **4.0 FUNDING PROGRAM AND PROJECT DELIVERY CMP/CWTP/RTP**

**NON-ACTION ITEMS**

### **4.1 Congestion Management Program: CIP Table\* (page 39)**

**Information/Discussion**

ACTAC is requested to review and comment on the Capital Improvement Program (CIP) table. This information was recently collected from jurisdictions for inclusion in the CMA's Congestion Management Program (CMP), and is proposed to be included in the 2005 CMP update.

### **4.2 TFCA: Timely Use of Funds Report\* (page 45)**

**Information/Discussion**

Attached is a listing of the locally sponsored TFCA projects segregated by sponsor. ACTAC is requested to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by June 17, 2005. This information will be the basis of the At Risk Report brought to the committees and the Board in July, 2005.

### **4.3 Federal STP/CMAQ Program:**

#### **Timely Use of Funds Report\* (page 53)**

**Information/Discussion**

Attached is a listing of the locally sponsored STP/CMAQ projects segregated by sponsor. ACTAC is requested to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by June 17, 2005. This information will be the basis of the At Risk Report brought to the committees and the Board in July, 2005.

## **5.0 LEGISLATION ITEMS**

## **6.0 OTHER BUSINESS/ADJOURNMENT**

**NEXT MEETING:** – July 5, 2005 CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

(#) All items on the agenda are subject to action and/or change by ACTAC.

(+) At the meeting CMA staff will not review the contents of written communications included in the Consent Calendar. Acceptance of the Consent Calendar implies understanding of its contents and approval of items, as appropriate. You are encouraged to read the materials in advance of the meeting.

\* Attachments enclosed.

\*\* Materials will be available at the meeting.

✓ Materials are enclosed as a separate attachment to the agenda.

***PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND.***

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE  
MINUTES OF APRIL 5, 2005  
Oakland, CA

**1.0 PUBLIC COMMENT**

There were no public comments.

**2.0 CONSENT CALENDAR (+) Acceptance**

**2.1 Minutes of April 5, 2005**

**2.2 Deputy Directors' Report**

A motion was made by Carmichael-Hart to approve the Consent Calendar; a second was made by Cooke. The motion passed unanimously.

**3.0 FUNDING PROGRAMS AND PROJECT DELIVERY**

*Furger recommended moving forward to Agenda Item 3.2. The Committee agreed.*

**3.2 2006 STIP: Schedule and Process**

Furger reviewed the process and schedule for the development of the Alameda County program of projects for the 2006 State Transportation Improvement Program (STIP) and requested that comments be sent directly to Matt Todd or Frank Furger. This was information only.

*Fay recommended returning to Agenda Item 3.1. The Committee agreed*

**3.1 Federal STP/CMAQ Program: Cycle 1 Augmentation: Programming Local Streets and Roads Rehab & Safety Funds**

Todd advised the Committee that MTC anticipates an additional \$105 million in federal STP funds will be available for programming in the region. Of these funds, \$22.5 million have been reserved for local streets and roads projects. He noted that Alameda County is proposed to receive \$3 million of these funds. The CMA TIP programming process for local streets and roads and safety projects that was initiated in February was delayed to match with the schedule of the federal STP Cycle 1 Augmentation funds and applications were requested to be submitted by April 22<sup>nd</sup>. The committee suggested minor revisions to the table. After a brief discussion a motion was made by O'Hare to approve the Draft Program of the CMA TIP and STP Cycle 1 Augmentation Funds; a second was made by Carmichael-Hart. The motion passed unanimously.

*Fay recommended combining Agenda Items 3.4 and 3.5. The Committee agreed.*

**3.4 TravelChoice Marketing Program**

**3.5 STIP Program: Quarterly at Risk Report**

Fay informed the Committee of the TravelChoice Marketing Program and Todd reviewed the STIP Program: Quarterly at Risk Report. A motion was made by O'Hare to approve Agenda Items 3.4 and 3.5; a second was made by Odumade. The motion passed unanimously.

*Fay recommended moving to Agenda Item 4.1. The Committee agreed.*

#### **4.0 CONGESTION MANAGEMENT PROGRAM/COUNTYWIDE TRANSPORTATION PLAN/REGIONAL TRANSPORTATION PLAN**

##### **4.1 2005 CMP Update: Chapters 2 and 3**

Suthanthira reviewed the modifications to Chapters 2 and 3 of the 2003 Congestion Management Program. After discussion a motion was made by Carmichael-Hart to not include monitoring all of the CMP roadway segments in the a.m. peak period consistent with ACTAC recommendations last month; a second was made by Odumade. After further discussion a substitute motion was made by Vinn to approve staff recommendations; a second was made by Tassano. The substitute motion passed with an opposition from the City of Hayward. The City of Hayward withdrew the original motion.

*Fay recommended moving to Agenda Item 4.5. The Committee agreed.*

##### **4.5 Guaranteed Ride Home: Annual Evaluation Report**

Stark review the Draft 2005 Annual Evaluation Report posted on the CMA website for the Guaranteed Ride Home Program and recommendations for next year's program. After a brief discussion a motion was made by Nichols to approve the Draft 2005 Annual Evaluation Report and adding that the CMA investigate the feasibility of including business districts with a single point of contract for inclusions in the program and the recommendations for next year's program; a second was made by O'Hare. The motion passed unanimously.

*Fay asked the Committee to return to Agenda Items 3.3 and 3.6. The Committee agreed.*

##### **3.3 Federal STP /CMAQ Program: Regional LS&R Fund Allocation Model**

Todd advised the Committee that the MTC Local Streets and Roads (LS&R) Committee is proposing to finalize a recommendation for a formula for the allocation of regional LS&R funding as well as a recommendation regarding the allocation formula for a 3<sup>rd</sup> Cycle of STP funds. The LS&R Committee will be discussing these issues at their May 6<sup>th</sup> meeting. He request that the Committee review and discuss the LS&R proposal. After discussion a motion was made by Cooke to support the LS&R Committee revised formula; a second was made by O'Hare. The motion passed unanimously.

##### **3.6 CMA TIP Program: Timely Use of Funds Report**

Todd reviewed the list of the locally sponsored CMA TIP and Exchange Project segregated by sponsors. The Committee was asked to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by May 13, 2005. This information will be the basis of the June 2005 At Risk Report brought to the committees and the Board in June. This was for information only.

### **3.7 Review of the Coordinated Application Process for Measure B Bike/Ped., TDA, TFCA funds**

Todd request that the Committee review and discuss the recently completed Coordinated Application process for the Measure B Bike/Pedestrian, TDA, and TFCA funds. This was for information only.

### **4.2 Quarterly Update for the Land Use Analysis Program Element of the Congestion Management Program**

Suthanthira advised the Committee that it was time for another quarterly update for the Land Use Analysis Program element of the Congestion Management Program (CMP) and request that the Committee review the spreadsheet and 1) Make sure that all of their projects are included, 2) If any project is complete inform CMA to change the status, 3) Confirm that the information presented is accurate. The deadline for input to CMA is May 25, 2005.

### **4.3 Dynamic Ridesharing Update**

Stark introduced Beth Walukas who provided an update on the status of the Dynamic Ridesharing Pilot Project including a summary of what has been accomplished since ACTAC was last briefed and an update on the current status of the project. She noted that the project has not yet been launched pending resolution of several issues, including parking, taxi service, and call center operations. The project launch date has been pushed back to July.

### **4.4 Countywide Bicycle Plan Update: Request for Information**

Stark advised the Committee that CMA will prepare a focused amendment to the Countywide Bicycle Plan beginning July 2005. Stark noted that staff will update the existing network and accept modified alignments under some conditions. A letter will be send requesting that ACTAC provide us with information by June 15, 2005 about updates to bicycle facilities in each jurisdiction, including additions, removals, and other changes to the countywide bicycle network.

### **4.6 Transportation and Land Use: Workshop Results & Next Steps**

Stark advised the Committee that a workshop was held March 28, 2005 in Oakland to address ways to overcome obstacles to implementing Transit Oriented Development (TOD) projects in Alameda County. The 55 people who attended represented cities, transit agencies, private and non-profit developers, elected officials, resource agencies and the public. Eight speakers gave presentations, followed by breakout discussions to identify a range of solutions to obstacles at TOD sites. Information from the workshop is posted on the CMA website. The Committee was requested to review the Summary of the Transit Oriented Development Workshop and provide input on the recommended next steps by the workshop consultant or the Transportation and Land Use Task Force.

**5.0 LEGISLATION ITEMS**

Fay provided an update on 1623 (Klehs) bill and the Federal Highway bill.

**6.0 OTHER BUSINESS/ADJOURNMENT**

Fay asked the Committee if they would prefer prioritize action items on future agendas. The Committee agreed.

**NEXT MEETING:** – June 7, 2005 CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By

A handwritten signature in cursive script, appearing to read 'Christina Muller', written over a horizontal line.

Christina Muller, Secretary



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*June 7, 2005*  
*Agenda Item 2.2*

**MEMORANDUM**

**Date:** May 31, 2005  
**To:** ACTAC  
**From:** Jean Hart, Deputy Director  
Frank Furger, Deputy Director  
**Subject:** Deputy Directors' Report

**MTC's Lifeline Transportation Program** - The Guiding Principles for the Lifeline Transportation Program were approved by MTC's Commission on April 27<sup>th</sup>. This program is directed towards low-income people including children, seniors and the disabled. It is expected that projects will come from the Community Based Transportation Plan. CMA staff has had initial discussions with ACTIA on the possibility of combining a Call for Projects for ACTIA's Program for Seniors and Disabled and Lifeline Transportation. Staff will bring recommendations to the Administration and Legislation Committee and CMA Board in June.

**I-880 Corridor System Management Study** – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 corridor to determine what transportation strategies make the most sense and when they should be implemented. Caltrans made a presentation on the scope of work and the status of the study to the I-880 Steering Committee in December 2004. Currently, data input and simulation model development are in progress. Upon completion of initial model development, Caltrans will be able to provide a status report on the study - probably in about two months.

**North I-880 Operations and Safety Project** – The expenditure plan for Regional Measure 2 included funding for projects identified in the North I-880 Study. RM2 Initial Project Reports and allocation was approved by MTC. An RFP for project development work for the project was released in January, 2005 and nine proposals were received. The Korve/RBF Team was selected to perform the project development work for the project. A notice to proceed with the work was issued in early May.

**San Pablo Avenue Corridor** – A Letter of Agreement has been signed by AC Transit and ACTIA, and a Notice to Proceed has been issued to Carter Burgess to begin engineering review of proposed additional San Pablo Rapid Stop amenities. Site meetings between AC Transit, Carter

Burgess, CMA and local jurisdictions will begin shortly. Caltrans reported that work on sidewalk replacement and repair, installation of ramps and driveway improvements is underway on the west side of San Pablo. The work will continue on the east side in early summer. The contractors were scheduled to remove the existing pavement near 35<sup>th</sup> Street in Emeryville the week of May 16<sup>th</sup>. The San Pablo Policy Advisory Committee is scheduled to meet on June 16, 2005.

**SMART Corridors Program** – The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. A minor contract was issued to the contractor to act as interim maintenance contractor to allow CMA to issue a request for bids and secure a permanent maintenance contractor to assist the project stakeholders in maintaining field equipment. There are 135 Closed Circuit TV (CCTV) cameras which are streaming video images, 49 vehicle detector stations are reporting the speed and volume of traffic along the arterials on continuous basis. Staff is exploring strategies to supplement Operation and Maintenance (O&M) funds to sustain the existing system as well as future SMART corridors such as the INTEL project. The public WEB site address for the SMART Corridors is: <http://www.smartcorridors.com>. Emitters have been supplied to the first responders for safe and fast deployment to incidents on freeways and surface streets. Additionally, on-board data terminals have been provided to the fire departments for real-time viewing of traffic congestion, video and incidents prior and as dispatched to incidents.

**Rapid Bus Corridor on International/Broadway/Telegraph:** CMA staff is coordinating the work with AC Transit, on the implementation of this new Rapid Bus corridor. This corridor starts at the Bay Fair BART station, in the city of San Leandro and includes portions of E 14th/International Boulevard, Broadway, Telegraph in the cities of Oakland, and Berkeley. The length of this corridor is about 18 miles, and carries about 30,000 transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement measure B funds provided to AC Transit by ACTIA. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. It is expected that CMA would administer multiple procurement and construction contracts that may run concurrently to meet the schedule. The CMA Board has authorized staff for multiple calls for bids for equipment and construction. The design for E 14<sup>th</sup>/International and Telegraph are complete and is being reviewed by the participating agencies for approval. The Bids for the traffic signal controllers and cabinets were received on May 12<sup>th</sup>. McCain Traffic supplies, inc. was the lowest, responsive bidder. The Bids for construction on Broadway were rejected as only one bid was received that was much greater than the engineer's estimate of probable costs. Based on a request from AC Transit, CMA has also requested bids for 34<sup>th</sup> Avenue. The bids are due on June 3, 2005. This work is needed for a preliminary start of service by July 2005.

**Grand/MacArthur Corridor Transit Enhancements:** CMA and AC Transit are the joint sponsors of the Regional Express Bus program that is funded by Regional Measure 2. A component of this project is the transit enhancements along Grand/MacArthur Corridor starting at 106<sup>th</sup> Avenue and ending at Maritime for the Bay Bridge access. This project includes a transit operations analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM 2 funds, the Air District recently approved a TFCA grant application that was jointly submitted by CMA and AC Transit that includes \$205,000 for the



installation of Transit Signal Priority components in the Corridor. The total budget for this phase of the Grand/MacArthur Corridor enhancement is \$1,248,000. A Request for Proposals was released in April 2005 for consultant services to conduct a transit operations and traffic engineering analysis for this corridor. A total of four proposals were received on May 19, 2005. Interviews are scheduled for June 6, 2005. The construction is expected to start in 2006. However, equipment such as traffic signal controller assembly and cabinets will be procured by the end of calendar year 2005.

**Route 84 HOV – Dumbarton Corridor** - In October MTC allocated \$2 million in RM 2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

**I-680 Southbound HOV Lane Project** – The CMA is partnering with Caltrans in the design of this project with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

**I-680 HOV Lane Project – Soundwall Construction** – The contract is at about 69% of the allotted time and the project is approximately 72% complete. The project completion will be delayed to August 2005 due to a combination of weather delays and the addition of a new wall to the project scope. The project is one of the components of the overall I-680 Corridor Improvements. Work along the overall corridor includes excavation, grading, constructing shoring walls, constructing pile cap, constructing retaining walls, and installing masonry block. A detailed project status by wall group is available on the ACCMA web page as well as job site photos.

**I-680 SMART Carpool Lane Project** – Work has continued on the Project Study Report including civil engineering, additional travel demand modeling and economic forecasting for dynamic pricing. The Cooperative Agreement for Project Approval and Environmental Document has been signed by the CMA and Caltrans. The E-76 was authorized on May 10<sup>th</sup>. The CMA can now begin expending the federal grant awarded last November. The Management Committee met on May 9 to identify risks that could impede the successful completion and implementation of the project. A Risk Management Plan will be presented to the Policy Advisory Committee.

**Dumbarton Corridor** – Phase 1 of the EIR/EIS process, focusing on alternatives analysis is expected to be complete November-December 2005. Phase 2, which will analyze a limited number of rail alternative and bus alternatives, will be complete June 2006. The parties are developing funding agreements for the first phase among ACTIA, VTA and San Mateo and principles for governance and operation, which will include a CMA representative on the management and operating committee. MTC staff met with the planning directors in the corridor to discuss MTC's land use requirements for transit projects identified in Resolution 3434.

**BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC)** – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which include modifications to the original project such as structural engineering options that provide cost saving options along the alignment,

will begin this summer. The EIS and Supplemental EIR are expected to be complete in early 2007.

**I-580 HOV Lane Project** – Caltrans and FHWA have agreed to an environmental document for the eastbound HOV lane rather than requiring both directions to be addressed. The consultants prepared documentation to demonstrate that the eastbound project has independent utility and moving forward would not have a negative impact on future environmental documents for westbound improvements. The administrative draft document is scheduled to be completed mid-summer. Phase 1 of the project will provide an interim eastbound HOV lane to commuters on I-580 between Tassajara Road in Pleasanton and Greenville Road in Livermore. The expenditure plan for Regional Measure 2 (RM2) included \$65 million in funding for this project; ACTIA's Measure B reauthorization included \$10 million in funding for auxiliary lane construction between Tassajara Road and Airway Boulevard. An RM2 Initial Project Report and allocation for \$6 million was approved by MTC in late 2004. A request for proposals for preliminary engineering and design services was released in January, and a consultant team was selected in March; preliminary design work for Phase 1 is ongoing. The CMA is partnering with Caltrans in the preliminary engineering of the Phase 1 project, with Caltrans completing work for required design exceptions and providing design oversight, and a CMA design consultant completing preliminary engineering. For the ultimate project, Caltrans will perform preliminary engineering activities with CMA oversight. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the Phase 1 project.

**I-580/I-680 Interchange Modifications** – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant team as necessary to maintain an expedited delivery schedule. A request for proposals to provide supplemental staff support to Caltrans will be issued later this year. The PSR will evaluate options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will be used in evaluating the ultimate improvements required for the I-580 corridor. This project is a portion of the RM2 Initial Project Report and allocation for \$6 million that was approved by MTC in late 2004 for the I-580 Corridor.

**Ardenwood Park & Ride Lot Project** – This project acquires a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. This expansion is expected to provide over 100 new parking stalls for commuters. This is a Regional Measure 2 (RM2) project, and an Initial Project Report and allocation was approved by MTC in late 2004. The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. Staff is pursuing a Categorical Exemption as the environmental document for this project, and expects to complete the CE by mid-2005. Right of way acquisition will begin shortly after the environmental document is approved.

**Tri-Valley Triangle Analysis** – The Policy Advisory Committee approved the performance measures to be used in evaluating the projects proposed in the study area. Quantitative measures

will be weighted 70% and qualitative measures will be weighted 30%. The PAC also approved in concept the transportation network that will be assumed for 2025 planning horizon.

**Berkeley/Oakland/San Leandro BRT** – The alternatives to be analyzed in the EIS/EIR have been identified. Technical studies on traffic and ridership estimates have begun.

**FAIR Lanes** – The economic and travel forecasting work are complete. The consultants are preparing the final report including findings and recommendations. The results will be presented to the CMA Board in July.

**Transportation and Land Use Program** – Following the CMA Board recommendation in May 2005, staff will prepare a scope and budget and potential fund sources for a Transit Oriented Development (TOD) consultant pool and a TOD project fund monitor.

**Community Based Transportation Plan: West Oakland** – MTC approved funding and submitted a funding agreement for the Community Based Transportation Plan in West Oakland. Three consultants submitted Statement of Qualifications and will be interviewed in June. Consultants will be selected and the project will be initiated for the West Oakland Plan in July 2005.

**Guaranteed Ride Home Program** – The Annual Program Evaluation was approved by the Board and is posted on the CMA website. The program was initiated in April 1998. One hundred and twenty six employers and 3,352 employees are registered in the program, and 954 rides have been taken, including 39 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$80.62 and the average trip length is 39.01 miles. The average trip distance for a rental car ride is 87.35 miles and the cost per rental car use is \$55.00. Using the rental car saves \$77.00 for each average 65-mile trip.

**Dynamic Ridesharing** – A kiosk has been installed at the Dublin/Pleasanton BART station, initial marketing was undertaken and comprehensive testing of the software is complete. Once the remaining logistics of taxi service (guaranteed ride home), overflow parking, and the Call Center transition from RIDES to PB are resolved, the program will begin a “soft launch” to a select group in summer 2005. Over 70 people have requested to register in the program, about 40 of whom qualify as living within the geographic area covered in the program.

**Transportation Fund for Clean Air – Vehicle Incentive Program** – The Vehicle Incentive Program (VIP) is a grant that helps project sponsors acquire low emission, light-duty alternative fuel vehicles. Generally, public agencies located within the Bay Area Air Quality Management Air District's (Air District) jurisdiction can apply for VIP funds. Eligible vehicles include new vehicles that the following eligibility criteria:

- The vehicle must have a gross vehicle weight of 10,000 pounds or less.
- The vehicle must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines (bi-fuel vehicles are not eligible.)

- The vehicle must be certified to the SULEV, PZEV, or ZEV emission standard by the California Air Resources Board.

Applications will be accepted beginning September 27, 2004. Incentives will be awarded on a first-come, first-served basis until the available funds are exhausted. Additional information on this grant is available at [www.baaqmd.gov](http://www.baaqmd.gov).

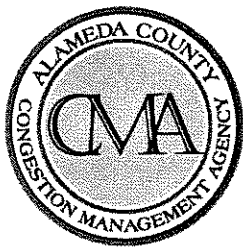
**Countywide Travel Demand Model Update** –The Model Task Force met on May 4, 2005 and discussed the data request and approach on network and Traffic Analysis Zones development. Data request memos along with the future review schedule were sent to the local jurisdictions and transit agencies on May 18, 2005. Already developed data is due to the CMA by mid-June, first batch by June 1<sup>st</sup> and the remaining by June 15<sup>th</sup>. The consultant team has begun the process of building the new ACCMA County model networks from the most recent 1454 MTC Master network. Work will continue on the networks over the next three months. Draft networks will be sent to the local jurisdictions for review by June 15 for the existing networks and July 15 for the future networks. Comments are due within one month. TAZ development will commence once the draft networks are completed. For land use, ABAG has indicated that Projections 05 will be available at the end of June.

**Transportation Fund for Clean Air (TFCA) Regional Program** – The Bay Area Air Quality Management District (BAAQMD) has released a call for projects for the Regional TFCA program. Applications are due to BAAQMD by June 30, 2005. Additional information on the program is available at:

[http://www.baaqmd.gov/pln/grants\\_and\\_incentives/tfca/regional\\_fund.asp](http://www.baaqmd.gov/pln/grants_and_incentives/tfca/regional_fund.asp).

**Safe Routes to School – Cycle 6** – Caltrans has released a call for projects for the Safe Routes to School (SR2S) program. The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging additional students to walk and bike increases. Applications are requested by Caltrans by June 30, 2005. Additional information on the program is available at:

<http://svhqsg4.dot.ca.gov/hq/LocalPrograms/saferoute2.htm>.



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**Memorandum**

*June 7, 2005  
Agenda Item 3.1*

**DATE:** May 31, 2005  
**TO:** ACTAC  
**FROM:** Matt Todd, Senior Transportation Engineer  
**RE:** CMA TIP Programming/Cycle 1 STP Augmentation Programming  
Local Streets and Roads Rehabilitation & Safety Funds

**Action Requested**

The ACTAC is requested to review and approve the program of projects for the CMA TIP Programming and STP Cycle 1 Augmentation for Local Streets and Roads projects.

**Next Steps**

The final program of projects is scheduled to be approved by the PPC and the CMA Board in June. Any required resolutions/counsel opinions will be due to the CMA by June 30.

**Discussion**

MTC anticipates an additional \$105 million in federal STP funds will be available for programming in the region. Of these funds, \$22.5 million have been reserved for local streets and roads projects. Alameda County is proposed to receive \$3 million of these funds. At the March meeting, the CMA Board authorized staff to solicit projects for the local streets and roads funding made available. A call for projects was released and project applications were requested by April 22<sup>nd</sup>. Jurisdictions also were allowed the opportunity to revise applications previously submitted for CMA TIP funding (for local streets and roads and safety projects)

The schedule to program the funds is detailed below.

April 6, 2005	Release Call for Projects
April 22, 2005	Project Applications Due to CMA
May, 2005	Draft Program
June 2005	Final Program
June 30, 2005	Resolutions/Opinions Due to CMA

**Eligible Project Types**

The CMA TIP funds are proposed to fund local streets and roads rehabilitation and safety projects with an emphasis to incorporate bicycle and pedestrian improvements (e.g. re-striping for bike lanes) into proposed rehab projects when feasible. The funds were distributed by planning area. Due to the limited funds available, the CMA TIP exchange funds were directed only to roadway rehabilitation and safety and did not include transit projects.

The \$22.5 million in STP backfill is intended to fund Local Streets and Roads rehabilitation. The projects programmed with these funds will be required to follow the MTC Regional Project Delivery Policy detailed in MTC resolution 3606. The overall programming guidelines used in the last programming cycle of federal funds are intended to be applied to this programming cycle with the exception that any federally eligible street/road on the Federal Functional Classification System will be eligible for funding. These are federal funds and will require a resolution and opinion of legal counsel from sponsoring agencies (may be combined into one document) and the projects will need to be entered into the TIP. These federal funds will be available in FY 05/06.

A detail of the Cycle 2 STP Local Streets and Roads programming, approved last fall by the CMA Board, is also included in the attached material for your information.

#### STP/CMA TIP Exchange

As part of the Cycle 2 STP Local Streets and Roads programming, the CMA was able to facilitate exchanges that allowed us to program CMA TIP funds to some agencies in place of federal STP funds. The proposed program includes an exchange that will allow agencies to program additional CMA TIP funds in place of STP Cycle 1 Augmentation funds. The CMA TIP programming capacity will be "created" by other agencies taking additional STP funds from the Cycle 1 STP Augmentation Program. Agencies that take on the additional STP funds will receive an additional 10% exchange rate.

#### Resolution/Opinion of Counsel

A resolutions/counsel opinion is required to be submitted to the CMA by June 30. Please contact Jacki Taylor at [projectmonitoring2@accma.ca.gov](mailto:projectmonitoring2@accma.ca.gov) if you need a sample of the required material.

Attachments

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program		Total Project Cost	Project Elements
				STP Cycle 2 (\$6.7 M)	CMATIP	CMATIP Prog (\$3.402 M)	Bike/Ped Elements (Y/N)	STP Cycle 1 Augmentation (\$3 M)	CMATIP \$ Requested		
				STP <sup>1</sup>	CMATIP			STP <sup>2</sup> Requested	CMATIP \$ Requested		
<b>PLANNING AREA 1</b>											
1	Alameda	Remove Rail & Resurface Clement Ave (along 15 foot wide center rail corridor)		\$ 259,000						\$ 512,000	Pavement rehab including remove rail & resurface.
2	Alameda	Lincoln Middle School Safety Project				\$ 163,000	Y			\$ 284,000	Install signal and provide new access to school drop-off for traffic calming and pedestrian safety.
3	Alameda	Fernside Blvd Resurfacing					Y		\$ 135,000	\$ 245,000	Pave resurfacing including in-pavement x-walk lights or traffic signal; reconfig. striping; sidewalk widening.
4	Albany	Ohlone Greenway Intersection Alignments (Masonic at Portland & Washington)				\$ 37,000	Y			\$ 155,000	Re-align existing Bike/Ped paths at 2 intersections along major bike commute route for safety.
5	Albany	Pierce St Rehab		\$ 57,000			Y		\$ 30,000	\$ 87,000	Safety Imps include restriping stop bars and crosswalk work. Class 1 bike lanes planned for street in future.
6	Berkeley	Gilman St <sup>1</sup> (San Pablo to Hopkins)		\$ 705,000						\$ 797,000	Pavement rehab project
7	Berkeley	Spruce St. Safety Project Between Rose and Cedar Streets.				\$ 100,000	Y			\$ 100,000	Traffic circles and neck downs to be installed to promote traffic calming and pedestrian safety.
8	Berkeley	Piedmont Circle Pedestrian Safety Project				\$ 128,000	Y			\$ 450,000	Ped Imps including relocation of x-walks, extending curbs, and creating mid x-ing refuge areas.
9	Berkeley	Piedmont Ave Reconstruction (Gayley Rd. to Dwight Way)						\$ 209,000		\$ 915,000	Pavement rehab project
10	Emeryville	Park Ave Overlay District Street and Landscape Improvements		\$ 26,000		\$ 17,000	Y		\$ 14,000	\$ 750,000	Reconfig. street parking; limit truck traffic; sidewalk widening to 18-20' for bike/ped safety.
11	Oakland	Rehab on Various Sts		\$ 1,573,000						\$ 1,792,000	Pavement rehab project
12	Oakland	City of Oakland-Annual St. Resurfacing (Streets to be determined)				\$ 349,000	Y			\$ 962,000	Pavement Rehab, ADA Curb Ramp install where missing, and sidewalk repair.
13	Oakland	Measure B Match for Fed STP LSR Project				\$ 278,000	Y			\$ 1,839,000	Pavement Rehab, ADA curb ramp install where missing, and all sidewalk repair where needed.
14	Oakland	Traffic Signal at the Intersection of 73rd Ave at Garfield Ave.				\$ 275,000	Y			\$ 275,000	Traffic signal install for pedestrian safety and traffic calming.
15	Oakland	City of Oakland Street Resurfacing Program						\$ 824,000		\$ 1,500,000	Pavement Rehab, ADA curb ramp install where missing, and all sidewalk repair where needed.
16	Piedmont	New Traffic Signal at Lower Grand Ave at Arroyo Ave & Rose Ave		\$ 38,000		\$ 24,000	Y		\$ 20,000	\$ 275,000	Ped x-ing safety Imps.: install traffic signal, "prepare to stop" flasher, re-striping & ramps. Funding includes CMA TIP Cycle 2 \$38,000 from Linda Ave project moved to this project.
17	ACCMA	SMART Corridor Maintenance				\$ 50,000	N/A				Operations and Management of existing SMART Corridor
<b>PA 1 Totals:</b>			\$ 6,055,000	\$ 2,278,000	\$ 377,000	\$ 1,421,000		\$ 1,033,000	\$ 199,000	\$ 10,938,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

				Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program			
				STP Cycle 2 (\$5.7 M)		CMATIP Prog (\$3,402 M)		STP Cycle 1 Augmentation (\$3 M)			
Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	STP <sup>2</sup>	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP <sup>2</sup> Requested	CMATIP \$ Requested	Total Project Cost	Project Elements
PLANNING AREA 2											
18	Alameda County	East Ave. (E St to Windfeldt)		\$ 532,000						\$ 602,000	Pavement rehab project
19	Alameda County	East Castro Valley Blvd/ Dublin Canyon Road Pave Rehab and Bike Improvements					Y	\$ 615,000		\$ 686,000	Pave rehab and drainage imps, and imps./rehab of class III bike route. Includes PA2 and PA4 components.
20	Hayward	Hesperian Blvd - Pavement Rehab (Industrial to West Tennyson)		\$ 553,000						\$ 625,000	Pavement rehab project
21	Hayward	Industrial Blvd Pavement Rehab (Art Ave. to W. Tennyson Rd.)				\$ 280,000	Y			\$ 316,000	Rehab of pavement and existing class III bike route.
22	Hayward	West A Street Rehab I-880 to Hathaway Ave.				\$ 16,000	Y	\$ 122,000		\$ 138,000	Rehab of pavement and existing bike lane.
23	Hayward	Hesperian Boulevard Rehab (W. Tennyson to Sleepy Hollow)				\$ 22,000	N	\$ 168,000		\$ 190,000	Pave rehab continuation of current STP Project. No bike imps, but parallel bike route on Calaroga
24	San Leandro	Washington Ave Rehabilitation		\$ 312,000				\$ 163,000		\$ 445,000	Pavement rehab ALA050026 pave rehab project augmented to include install of Class II bike lane
25	San Leandro	Floresta Blvd Street Rehabilitation (Washington Ave to Monterey Blvd)				\$ 12,000	Y	\$ 185,000		\$ 372,000	AC pavement rehab and restriping of new bike lanes.
28	ACCMA	SMART Corridor Maintenance				\$ 25,000	N/A				Operations and Management of existing SMART Corridor
PA 2 Totals:				\$ 2,946,000	\$ 1,397,000	\$ -	\$ 355,000	\$ 1,263,000	\$ -	\$ 3,376,000	



Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

				Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program			
				STP Cycle 2 (\$5.7 M)		CMATIP Prog (\$3,402 M)		STP Cycle 1 Augmentation (\$3 M)			
Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	STP <sup>1</sup>	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP <sup>2</sup> Requested	CMA TIP \$ Requested	Total Project Cost	Project Elements
PLANNING AREA 3											
29	Fremont	Rehab on Various Streets <sup>1</sup> (portions of Mowry, Durham, & Stevenson)		\$ 1,753,000						\$ 1,981,000	Pavement rehab project
30	Fremont	Street Overlay: portions of Bayview Dr. Walnut Ave. and Farwell Dr.				\$ 467,000	Y			\$ 475,000	Street overlay and upgrade of bike route to bike lanes on 3 streets and install of ADA ramps.
31	Fremont	Street Overlay: portions of Durham Rd. Fremont Blvd, and Stevenson Boulevard.						\$ 419,000		\$ 473,000	Street overlay and upgrade of bike route to bike lanes and install of ADA ramps.
32	Newark	Stevenson Blvd. Overlay (I-680 to Cherry St.)			\$ 151,000					\$ 200,000	Pavement rehab project
33	Newark	Pavement Overlay: Jarvis Ave (Newark Blvd- UPR tracks w. of Lido Blvd.)				\$ 99,000	Y			\$ 132,000	Pave Overlay; existing bike lanes re-striped as needed; x-walks & sidewalks upgraded as needed.
34	Newark	Haley Ave. (UPR tracks to Cedar)					Y		\$ 79,000	\$ 103,000	Pave Overlay; existing bike lanes & x-walks re-striped as needed.
35	Union City	Whipple Rd Rehabilitation (UC Blvd to Dyer St.)			\$ 241,000					\$ 272,000	Pavement rehab project
36	Union City	Pavement Rehab of B,C,D,E,7th, & 8th Sts.				\$ 151,000	Y			\$ 159,000	Pavement rehab and striping; install ADA curb ramps where missing along project streets.
37	Union City	Union City Boulevard (UCB) Pavement Rehab (Homer St. to Jean Dr.)					Y		\$ 127,000	\$ 127,000	Pavement rehab and striping; install ADA curb ramps where missing along project streets.
38	ACCMA	SMART Corridor Maintenance				\$ 17,000	N/A				Operations and Management of existing SMART Corridor
PA 3 Totals:			\$ 2,615,000	\$ 1,753,000	\$ 392,000	\$ 734,000		\$ 419,000	\$ 206,000	\$ 3,922,000	

Combined Programming:

Draft Program

STP Augmentation (LSR) and CMATIP (LSR & Safety)

STP Augmentation (LSR) and CMATIP (LSR & Safety)											
Index	Sponsor	Project Title	Combined STP & CMATIP PA Target	Program Approved 9/04 by CMA Board		Proposed Program		Proposed Program		Total Project Cost	Project Elements
				STP Cycle 2 (\$5.7 M)		CMATIP Prog (\$3,402 M)		STP Cycle 1 Augmentation (\$3 M)			
				STP <sup>2</sup>	CMATIP	CMATIP	Bike/Ped Elements (Y/N)	STP <sup>2</sup> Requested	CMA TIP \$ Requested		

PLANNING AREA 4

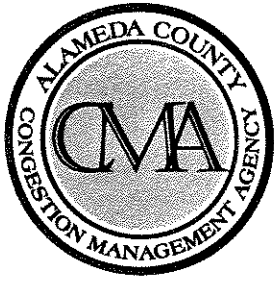
39	Alameda County	East Castro Valley Blvd/ Dublin Canyon Road Pave Rehab and Bike Improvements						See Ala. Co.'s PA2 project			Ala. Co. project is listed under PA2 and includes PA2 and PA4 components.
40	Dublin	Amador Valley Blvd Rehab and Safety			\$ 133,000	\$ 87,000	Y		\$ 69,000	\$ 386,000	Pavement rehab and restripe of vehicle lanes and existing class II bike lanes.
41	Livermore	S. Vasco Road Pavement Rehabilitation (Patterson Pass Road to Dahpne Drive)		\$ 300,000						\$ 339,000	Pavement rehab project
42	Livermore	Street Resurfacing 2007 (Streets to be determined)				\$ 178,000	Y			\$ 223,200	Annual Imps including: Pavement rehab, restripe/ resurface bike lanes, install ADA curbs.
43	Livermore	East Ave Pave Rehab (Hillcrest to east of Loyola Ave)						\$ 157,000		\$ 182,000	Pave rehab continuation of current S. Vasco Rd Rehab STP Project.
44	Pleasanton	Bernal Ave (First St to Windmill Way)			\$ 232,000					\$ 232,000	Pavement rehab project
45	Pleasanton	W. Las Positas Blvd Resurface (Hopyard Rd to Hacienda Drive)				\$ 153,000	Y	\$ 135,000		\$ 481,000	SAMI Overlay, new traffic detectors, bike lanes restriped, curb, gutter & sidewalk repair where needed.
PA 4 Totals:			\$ 1,356,000	\$ 300,000	\$ 365,000	\$ 418,000		\$ 292,000	\$ 69,000	\$ 1,843,200	

Programming Totals:			\$ 11,972,000	\$ 6,728,000	\$ 1,134,000	\$ 2,928,000		\$ 2,997,000	\$ 474,000	\$ 20,079,200	
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Notes:

<sup>1</sup> Amount includes exchange funds

<sup>2</sup> Federally funded (STP) projects are required to meet requirements addressing the needs of non-motorized travel and/or travelers, and be consistent with Caltrans Deputy Directive 64.



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

June 7, 2005  
Agenda Item 3.2

**Memorandum**

**DATE:** June 1, 2005  
**TO:** ACTAC  
**FROM:** Frank R. Furger, Deputy Director  
**SUBJECT:** State Transportation Improvement Program:  
Strategy of the Development of the 2006 STIP

**Action Requested**

ACTAC is requested to review and approve the process and schedule for the development of the Alameda County program of projects for the 2006 State Transportation Improvement Program (STIP). The schedule for the development of the 2006 STIP is shown on Attachment A.

**Next Steps**

A request for information on the existing projects programmed in the STIP is scheduled to be released on June 3 with the information due to the CMA July 1<sup>st</sup>. A draft of the Request for Information is included for your information (Attachment C). The information requested will be due in early July. A call for projects for new STIP projects is anticipated to occur in July, after the release of the fund estimate by the CTC.

**Discussion**

The current STIP, adopted by the CTC in July 2004, is a five year programming document with projects programmed in FY 04/05 through FY 08/09. The 2006 STIP will add two additional program years, for a five year program FY 06/07 through 10/11. (Attachment B)

At their May meeting, the CTC adopted the 2006 STIP Fund Estimate assumptions. Due to the uncertainty surrounding the revenue assumptions, the CTC plans to proceed with a two-tiered Fund Estimate (FE). Tier 1 would be a conservative estimate providing a certain level of confidence in programming capacity (assumes no Prop 42 transfers, no loan repayments, no tribal gaming revenues). Revenues in Tier 1 would be derived from state excise fuel tax, weight fees, and federal revenues. Tier 2 would be more optimistic, including Transportation Investment Fund (TIF) transfers, Transportation Congestion Relief Fund (TCRF) loan repayments, and Transportation Deferred Investment Fund (TDIF) repayments. The proposed assumptions included:

- State Fuel excise tax revenues expected to grow 2.3% annually over 5 year FE period.

- State Weight Fee revenues expected to grow 2.5% annually over 5 year FE period.
- Federal Obligation Authority level is based on TEALU resulting in \$15.1 Billion in California's OA for the FE period (subject to change as more info becomes available.)

CMA staff is assuming the Alameda County bid target under the Tier 1 fund estimate to be \$0 and the Alameda County fund estimate under the Tier 2 assumptions to be about \$60 million.

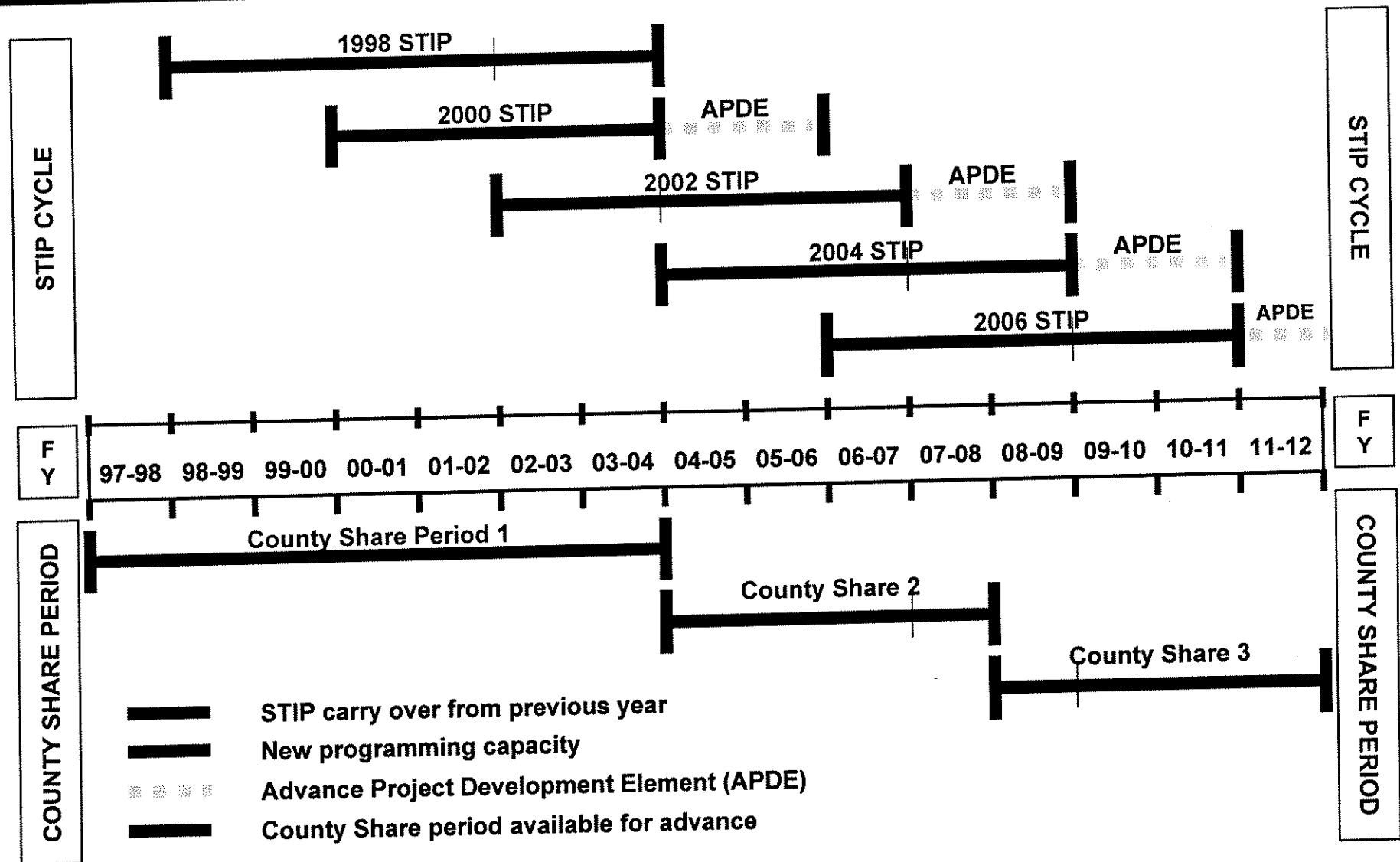
Because of this uncertainty, staff is recommending the following principles for the development of the 2006 STIP list:

### **Principles for Development of 2006 STIP List**

- The CMA's initial efforts in the development of the 2006 STIP will focus on evaluation of the currently programmed projects.
- Currently programmed STIP projects will be given priority for any available funding. All sponsors will be required to provide the CMA with updated cost, scope and schedule information for currently programmed STIP projects.
- While it is not anticipated that any new programming capacity will be available, the CMA will accept applications for new projects in the event that additional programming capacity becomes available. Bid targets for all eligible agencies will be developed based on an estimate of two years of additional programming capacity – approximately \$60 million.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and all STIP programming requirements
- Priority for new funding will be given to components of projects that are currently programmed in the STIP and/or CMA TIP
- The following criteria will be used for any prioritization required for existing STIP projects or for the programming of any new funds.
  - Highest priority to projects with design complete that can go to construction in the next 12 months
  - For the remaining projects, strike a balance between funding for construction and project development, considering the following issues:
    - ✓ How far along is project development? – Highest priority to projects that are closest to capital expenditure – construction or ROW
    - ✓ Does the project have a full funding plan? Has funding been identified for future phases? What is the level of certainty of these funds?
    - ✓ Can the project be phased?
    - ✓ Are there special considerations or timing constraints such as the need to preserve ROW or matching of other funds?
    - ✓ Priority consistent to CMA Board identified priority projects
    - ✓ Equity (geographic, sponsor, modal)

2006 STIP Proposed Schedule			
		CMA	MTC/CTC
May		ACTAC review draft 2006 STIP Strategy and Guidelines	CTC - Fund Estimate Assumptions adopted
June		CMA Release Call for Information for Existing STIP Projects	
		CMA approve 2006 STIP Strategy and guidelines	
July		Project Information For Existing Projects Submitted to CMA	Draft Fund Estimate reviewed by the CTC
		CMA Release Call for Projects for New Projects (dependent on Fund Estimate released by CTC in July)	MTC Approves RTIP Policies
August		NO CMA MEETINGS	CTC adopts Fund Estimate
		Project Information for New Projects Submitted to CMA (dependent upon CTC Fund Estimate)	
September		CMA Submits Draft Fact/Fund Sheets to MTC	
		Draft RTIP to CMA Board (9/22)	MTC Requests RTIPs (by 9/16)
October		CMA Submits Fact/Fund Sheets Revisions to MTC (10/5)	
			MTC circulates RTIP for public comment (10/14 - 11/15)
		CMA Board Approve Final RTIP (10/27)	
November			MTC approves RTIP (11/16)
December			RTIP Due to CTC (12/15)

# STIP Cycle / County Share Period



Source: MTC, July 2001

**Instructions for Project Information Sheet****DRAFT****Introduction and Purpose**

These instructions are intended to assist project sponsors with providing project information to the ACCMA. By standardizing the project information, the ACCMA can better manage Alameda County's shares of State and Federal transportation funding. Being able to provide reliable project information to funding agencies such as MTC, Caltrans and the CTC allows the ACCMA to maximize the benefits to Alameda County.

These Project Information Sheets will be used during the upcoming 2006 STIP programming cycle. Information is being gathered for projects currently in the 2004 STIP. The information will be used to specifically address the following two areas of programming activities:

1. 2006 STIP                      The 2006 STIP Fund Estimate is expected in August 2005. There is the potential that no new funds will be added at the same time that the current STIP window is extended two fiscal years through 09/10 and 10/11. Funds programmed in the 2004 STIP that have not yet been allocated will most likely be shuffled to match the availability by fiscal year presented in the Fund Estimate.
2. New Projects                      Since it is not anticipated that new funds will be added in the 2006 STIP, new project applications are not encouraged at this time, however the ACCMA will accept new project submittals in the event that funding becomes available.

The following sections refer to the Project Information Sheet:

**Section 1: Project Title and Description**

This section includes general project information consisting of the sponsor, project title and project description. The project title should include the route or facility name followed by an indication of the type of work and limits. If two routes or roads are involved, list the major route first, i.e. interstate, freeway, etc. For example: "I-880/High Street Access Improvements," or "Main Street – Widen Southbound from First to Third Street." The project title should be a maximum of 60 characters including spaces.

The project description should include the limits of the proposed improvements (approximate) along each road or route that will be improved. The project description should also include details of significant elements of the proposed improvements such as bridge replacements, utility relocations, pavement rehabilitation, etc. The description should include enough detail to define the scope of the project for which funds are programmed or are being requested. The project description should be a maximum of 300 characters including spaces (about four lines of text with regular margins).

**Section 2: Project Contact**

The project contact should be the main point of contact for matters related to project funding and the source of project status information. Much of the information from the various agencies involved in project funding is transmitted in electronic form via email.

## Instructions for Project Information Sheet

**DRAFT**

### **Section 3: Current Phase and Delivery Strategy**

This section provides information about the current project phase, the percent complete for the current phase and a description of the strategy for project delivery.

The project delivery strategy includes details about who is doing what during each phase as far as project delivery goes. For example, one project sponsor may retain consultants to perform construction management services and another sponsor may perform these same duties in-house. Caltrans may be administering the construction contract for a project that was designed by consultants under contract to the sponsoring agency. As described herein, the project delivery strategy can have a significant effect on matters related to programming, allocating, authorizing and expending transportation dollars.

### **Section 4: Project Milestone Schedule**

For the purposes of project delivery from a funding perspective, the project milestones listed in this section provide information required to ensure that funds are available when they are needed to maintain the project schedule. If a milestone has occurred already, the actual date should be provided, otherwise the current schedule dates should be provided in a month/year format.

### **Section 5: Project Cost/Funding Summary**

The project cost summary includes the total project costs and amounts for each source of funding. If the total costs equal the total funds, the project is considered, "fully funded." Costs and funding are broken down by phase in Section 6.

### **Section 6: Project Cost/Funding Breakdown by Phase**

This section provides a breakdown by phase of both the estimated costs and funding. Similar to the project delivery strategy described above, the breakdown of costs and funding by phase has a significant effect on the programming, allocating, authorizing and expending of transportation dollars. The breakdown by phase of the costs and funding may change during the course of project delivery, but it is important to establish a strategy as early as practicable.

### **Section 7: Additional Project Information**

The information included in Sections 1 through 6 provides for a standardized overview of a project. However, individual projects may have circumstances that cannot be described in the standard set of data. This section provides an opportunity to submit additional project information deemed pertinent to project delivery. Examples of such information include the ability to advance a project, or project phase, with local funds to be reimbursed at a later date by the programmed funds, or information related to balancing a project that is not fully funded by reducing costs or identifying potential sources of additional funding. Any special conditions related to specific project elements that have a corresponding effect on the schedule or the costs should also be presented in this section.

### **Section 8: Submitted By**

This section identifies the individual responsible for submitting the project information to the ACCMA. The individual submitting the project information may, or may not, be the project contact, but any requests for additional information or clarifications will be directed to the project contact.



**Project Information Sheet****DRAFT****Section 1: Project Title and Description**

Sponsor	
Project Title (60 Characters max.)	
Project Description (300 Characters max.)	

**Section 2: Project Contact**

Contact Name	
Contact Telephone	
Contact Fax	
Contact Email	

**Section 3: Current Phase and Delivery Strategy**

Current Phase (e.g. Env, Design, etc.)	
Percent Complete - Current Phase	
Project Delivery Strategy	
Project Phase	Who is performing activities? (e.g. in-house, consultant, Caltrans, etc.)
Environmental Studies	
Design (PS&E)	
R/W Acquisition	
Construction Management	

**Project Information Sheet****DRAFT****Section 4: Project Milestone Schedule**

Milestone	Current Schedule (Mo/Yr) or Actual Date
Begin Environmental Studies	
Environmental Approval – CEQA	
Environmental Approval – NEPA	
Begin Design (PS&E)	
Final PS&E	
R/W Certification	
Begin Construction – Advertise	
Complete Construction – Accept Contract	
Project Closeout – Final Report/Invoice	

**Section 5: Project Cost/Funding Summary**

Total Project Costs (\$ x 000's) *	
Project Funding	
Source	Amount (\$ x 000's)
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
Total Funding *	
* A project is considered fully funded if total costs equal total funding.	

## Project Information Sheet

**DRAFT****Section 6: Project Cost/Funding Breakdown by Phase**

Project Costs by Phase		Project Funding by Phase	
Phase	Cost (\$ x 000's)	Source (List each separately) (add additional lines as necessary)	Amount (\$ x 000's)
Planning			
Environmental Studies			
Design (PS&E)			
R/W			
Construction Capital			
Construction Management			

**Project Information Sheet**

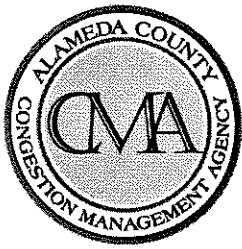
**DRAFT**

**Section 7: Additional Project Information**

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**Section 8: Submitted By**

Project Information Sheet Prepared By:	
<i>If different than Project Contact above:</i>	
Telephone	
Fax	
Email	



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*June 7, 2005  
Agenda Item 3.3*

**DATE:** May 31, 2005  
**TO:** ACTAC  
**FROM:** Matt Todd, Senior Transportation Engineer  
**RE:** TravelChoice Marketing Program

**Action Requested**

ACTAC is recommended to review and approve the participation of the ACCMA with TALC for the TravelChoice Marketing Program project. The ACCMA would cosponsor the project to allow TALC to compete for a Regional Transportation Fund for Clean Air (TFCA) grant.

**Next Steps**

This item is scheduled to be considered by the Administration and Legislation Committee and CMA Board in June. The Regional TFCA program requires a resolution to accompany a Regional TFCA program application, which would be considered at the CMA Board meeting.

**Discussion**

The Transportation and Land Use Coalition (TALC) is proposing a pilot project in the Bay Area that would create the TravelChoice program. The program includes an individualized marketing campaign that targets willing participants and provides personally tailored transportation information. The CMA has been requested to jointly sponsor a Regional TFCA grant request for the project.

TALC staff would complete the application material required for the Regional TFCA application. TALC is proposing to operate the marketing program for a 12 month period, focusing on two east bay neighborhoods. The overall TFCA regional grant request is anticipated to be about \$400,000 and target areas with up to 3,500 households. The program budget is estimated to be distributed to the following categories:

Material	\$ 70,000
Outreach	\$ 90,000
Survey	\$ 50,000
Operations	<u>\$190,000</u>
	\$400,000

Attachment

## TravelChoice Marketing - East Bay Pilot Project: Increasing Transit Use

TravelChoice is an individualized marketing campaign that targets willing participants and provides them with personally tailored transportation information, enabling them to make more environmentally friendly choices when they venture out of the house or office.

The program avoids expensive television and print advertising that have a large reach, but are relatively ineffective. Instead, they rely on one-to-one marketing, reaching out to interested people and sending them information that they indicate an interest in. This methodology has shown itself to be highly cost-effective, creating a significant positive response for each dollar spent.

Similar projects in a number of European, Australian and US Cities have found significant, sustained increases in transit use, biking and walking among participants after similar marketing campaigns has been run in a community. Ranging from 10% to 41% increases in transit use, 6%-133% increases in bicycling and 6% to 22% increases in walking.

It has been shown that there is a significant pool of people in each community where the marketing campaigns have run, who are interested in changing their transportation choices and willing to be contacted with transportation information. It is logical to assume that the East Bay would see similar numbers.

An East Bay pilot project would identify 2-3 representative East Bay areas and run a program that possibly includes City Carshare with other environmentally friendly modes. Possible funding partners include MTC, ACCMA, ACTIA, private foundations and donors, AC Transit, BART, Health Agencies (county/state) and participating cities.

Individualized marketing, by its very nature, will allow a successfully run pilot project to increase its coverage area to the entire East Bay, and even the region. Past programs have shown Individualized Marketing to be effective in both urban and suburban settings, indicating that this program is a key program to pursue in changing the travel habits of residents of the entire Bay Area.

Current CMATIP Exchange Projects:

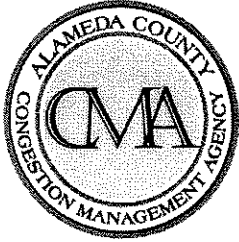
Index	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 5/31/05)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status <sup>1</sup>	Notes
1	AC Transit	Bus Rehabilitation	STIP	\$ 20,182,500	\$ 20,182,514	\$ -	Done	E	
2	AC Transit	Bus Component Rehab	STIP	\$ 4,000,000		\$ 4,000,000	12/31/05	D	
3	AC Transit	Bus Component Rehab	STIP	\$ 4,500,000		\$ 4,500,000	12/31/08	N	
4	BART	Seismic Retrofit	STIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
5	Berkeley	Street Resurfacing	STP	\$ 275,000		\$ 275,000	12/31/07	N	
6	Dublin	Tassajara Interchange	STIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
7	Fremont	Street Rehab	STIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
8	Fremont	Street Resurfacing	STP	\$ 858,000		\$ 858,000	12/31/06	N	
9	Livermore	Isabel Interchange	STIP	\$ 3,600,000	\$ 3,422,881	\$ 177,119	12/31/05	E	
10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
11	Union City	UC Intermodal Station (Exch 1)	STIP	\$ 2,727,000		\$ 2,727,000	12/31/06	N	
12	Union City	UC Intermodal Station (Exch 2)	STIP	\$ 2,283,000		\$ 2,283,000	12/31/09	N	
13	Union City	UC Intermodal Station (Exch 3)	STIP	\$ 4,004,000		\$ 4,004,000	12/31/08	N	
<b>Totals:</b>				<b>\$ 57,706,400</b>	<b>\$ 38,882,295</b>	<b>\$ 18,824,119</b>			

Notes:

- <sup>1</sup> E = Agreement Executed  
A = Agreement Amendment in Process  
D = Agreement in Draft Form  
N = Agreement Not Initiated

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY


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June 7, 2005  
Agenda Item 3.5

**MEMORANDUM**

Date: May 31, 2005

To: ACTAC

From: Saravana Suthanthira, Associate Transportation Planner 

Subject: 2005 CMP Update – Chapters 8 thru 10

**Action Requested**

ACTAC is requested to review and recommend approval on the attached modifications to the 2003 Congestion Management Program affecting Chapters 8, 9 and 10. Chapter 7 Capital Improvement Program is being presented separately. Chapters 8 thru 10 will be presented to the Plans and Programs Committee in June and a complete draft 2005 CMP document will be scheduled for Board action in July 2005.

**Next Steps**

The proposed changes to the 2003 CMP from Chapters 8 thru 10 will be reviewed by the Plans and Programs Committee in June. Draft Chapter 7 Capital Improvement Program will be presented to the Plans and Programs Committee in July pending the release of 2006 STIP fund estimate. The complete draft final document will be presented to the CMA Board in July. Upon approval of the draft document by the CMA Board, it will be submitted to MTC by July 31, 2005.

**Discussion**

The CMP is required to be updated every two years in odd-numbered years. The 2005 update began in January of this year. Based on the recommendations of ACTAC, Plans and Programs Committee and the CMA Board, changes to Chapters 2 and 3 were presented in May. Attached are modifications based on the recommendations to Chapters 8 thru 10 of the 2003 CMP. Additional editorial modifications were made to the CMP but were not substantive and are not therefore included in the packet. Modifications to Chapters 8 thru 10 are below:

Chapter 8: Conformance, Monitoring and Deficiency Plans

As recommended by ACTAC and Plans and Programs Committee, changes to LOS Monitoring process has been made by adding text indicating that all of the CMP roadway segments will be monitored during a.m. peak period and that it will be for information only.

#### Chapter 9: Database and Travel Model

This chapter has been modified to indicate that a major update to the countywide model is underway, and it is scheduled to be completed in the summer 2006.

#### Chapter 10: Conclusions and Implementation Issues

Three additions are included in this chapter:

- The current model is based on Census 1990 and Projections 2002 of ABAG, and until the new model becomes available in the summer 2006, the current model will be used.
- The CMA will investigate and develop a process through reviews with ACTAC to transition from following the roadway standards based on HCM 1985 to HCM 2000.
- The schedule for review of the CMP Roadway system and criteria for adding new roadways has been updated to show that next review will be done in four years.

**Roadway Level-of-Service Standards**

The CMA currently monitors level-of-service standards. If the cities, county or Caltrans assume this responsibility, monitoring may be accomplished through a self-certification process involving the local jurisdictions and/or Caltrans and the CMA. In this event, the responsible agency will annually monitor the level of service on segments of the CMP-designated system under its jurisdiction. Where a segment falls within two or more jurisdictions, the jurisdiction responsible for monitoring the segment is the jurisdiction with the greatest segment mileage.

The jurisdiction must conduct a p.m. peak ~~period-hour~~ (4 p.m. to 6 p.m.) and a.m. peak period (7 a.m. to 9 a.m.) travel-speed sampling on a non-holiday Tuesday, Wednesday or Thursday and analyze level of service based on that data consistent with the methods for determining level of service outlined in the Chapter 3, Level-of-Service Standards. Studies on the impact of proposed development may supply some of the data (provided the sampling is done during the timeframes specified above), thereby reducing the need for data collection.

If the level of service is determined to be A, B or C for any year that is monitored, the monitoring frequency will then become every other monitoring period, until such time as the segment is found to operate at LOS D. Any segment determined to operate at LOS D, E, or F should then be monitored every study year.

If a segment not included in an infill opportunity zone is found to not meet the adopted level-of-service standards (see Chapter 3) in p.m. peak period, a deficiency plan must be prepared in accordance with CMP requirements. The a.m.

peak monitoring is for informational purposes only.

**Performance Measures**

Although there are no statutory requirements regulating performance element monitoring, the CMA intends to continue preparing a transportation performance report annually. The report will summarize current performance data, highlight any significant changes in performance and provide broad analyses of the results and any implications for policy and investment decisions made by the CMA.

**DEFICIENCY PLANS**

Deficiency plans provide a method for local governments to focus on areas where congestion problems are keeping system performance from meeting adopted standards. They provide an opportunity to analyze the causes of the problems and determine whether they can be fixed by local improvements or if it would be best to employ measures that will improve overall system efficiency and air quality.

Deficiency plans also provide local governments with the opportunity to give priority to system and non-capital mitigation methods to relieve congestion. The statutes specifically point to improved public transit service and facilities, improved non-motorized transportation facilities, high-occupancy vehicle facilities, parking cash-out programs and transportation control measures.

Table 48-19 summarizes the roadway or ramp segments that require or have required deficiency plans.

## CHAPTER NINE

**Database and Travel Model**

Every congestion management agency, in consultation with the regional transportation planning agency (MTC in the Bay Area), cities, and the county, must develop a uniform database on traffic impacts for use in a countywide travel model.<sup>1</sup> The CMA must approve computer models used for subareas, including models used by local jurisdictions for land-use impact analysis. All models must be consistent with the modeling methodology and databases used by MTC.

The purpose of this requirement is to bring to the congestion management decision making process a uniform technical basis for analysis. This includes consideration of the benefits of transit service and transportation demand management programs, as well as projects that improve congestion on the CMP-designated system. The modeling requirement is also intended to assist local agencies in assessing the impacts of new development on the transportation system.

The Alameda countywide travel model is an essential tool to the CMP planning process. The Alameda County CMP is a forward-looking program, espousing a philosophy of early action, to prevent conditions from deteriorating. The model allows the CMA to anticipate the potential impacts of local land-development decisions on the Metropolitan Transportation System.

<sup>1</sup> California Government Code Section 65089(c)

**DATABASE DEVELOPMENT**

The database developed for use with the countywide travel model is based on data summarized in the *Projections 2002* report prepared by the ABAG. Projections of socioeconomic variables were made for the traffic analysis zones defined for Alameda County. By aggregating the projections made for each zone, the CMA can produce projections of socioeconomic characteristics for unincorporated areas of the county, the 14 cities and for the four planning areas for Alameda County.

Note: Major model update, building a new model, is underway at the time of printing this report. Projections 2005 from ABAG will be incorporated in the new countywide model. Projections 2003, SMART Growth Forecast, developed by ABAG will be incorporated into the model when they become available in late 2003.

**MODEL DEVELOPMENT**

The framework established for the model encompasses the following four components:

- Trip generation (forecast of the number of trips by traffic analysis zone)
- Trip distribution (distribution of forecast trips between each traffic analysis zone)
- Modal split of inter-zonal trips (distribution of trips by mode within each traffic analysis zone)

## Model Adequacy

The model has been thoroughly tested and validated for 1990 conditions. The testing and validation procedure compared forecast results from the model to observed traffic volumes and transit ridership data. The model will be further refined with the addition of updated land-use information and network characteristics that will be submitted periodically to the CMA by local jurisdictions as part of the land-development impact analysis process of the CMP. The CMA initiated a comprehensive update of the countywide travel model in 1995. With assistance from transit operators and local jurisdictions, the updated model was recalibrated to 1990 census information, and enhancements were added to the model to increase reliability of the forecasts. The 2000 census data are not yet available to update the model base year to 2000.

## SUBAREA MODELS

The Tri-Valley and the Tri-Cities area (planning areas 3 and 4) have developed or are in the process of developing transportation models that are subsets of the countywide model. Neither is certified by the CMA at this time. The city of Hayward has completed the development of a sub-area model for use in Planning Area 2, and this subarea model was certified by the CMA in 1996. The subarea model will need to be recertified pending an update of the Planning Area 2 model land use to *Projections 2002*.

## 2004/05 MODEL UPDATE

The CMA is currently in the process of developing a new countywide travel demand model by building on the MTC's Regional Transportation Model by providing more detailed network and other details within Alameda County. This will ensure consistency

with the MTC model. The following are the other key elements of the model update:

- Update base year model from 1990 to 2000 and future forecast years to 2005, 2015, and 2030.
- Incorporate the most recent census and other land use and socioeconomic data
- Update existing and future road alignments and networks and consider developing a roadway network compatible with GIS or an aerial photographic base
- Update existing and future transit networks
- Update the Countywide mode choice models to encompass all trip purposes as well as TSM and ITS options to be consistent with MTC
- Address ways to better reflect the impact of Central Valley development
- Compile and document guidelines on how to use and maintain the model

The scheduled completion of the new model development is in the summer 2006.

will undergo a major update prompted by the 2000 Census. It is expected that the software will be changed to be consistent with MTC and some surrounding counties. The change will permit complete consistency with the basic assumptions of the regional model and conserve limited resources. The update is expected to begin in 2004. The current CMA validated model with updated network and demographic information was accepted by MTC. The CMA will use the validated model until such time as the development of the new model is completed by the CMA. The existing model is consistent with the MTC model as follows: general approach; demographic data; pricing assumptions; network assumptions; auto ownership assumptions; trip general; trip distribution; mode choice and traffic assignment. Specific details on each element are available at the CMA offices.

the CMA delegates future monitoring responsibilities to Caltrans.

The CMP law also recognizes that responsibility for sustaining level-of-service standards on local roadways and the state highway system should be shared between the local government where the roadway is found and other local jurisdictions which contribute significant a percentage of traffic. This change in state law recognizes that other jurisdictions may be partially responsible for the roadway exceeding the standards and that local government has little authority over the state highway system. Some exemptions, such as interregional trips, have been built into the current law, but these exemptions do not deal sufficiently with the problem. Corridor-level planning may offer the most reasonable approach to this multi-jurisdictional problem.

#### 4. Potentially conflicting goals of the CMP and air quality programs

The CMP law is aimed at reducing congestion, while the air quality laws are directed at reducing vehicle emissions. These two goals can conflict. For example, staggered work hours and flextime can reduce peak-period congestion, but may result in essentially the same number of vehicle trips being made throughout the day. Congestion-related smog would be reduced, but not as much as if the vehicle trip were completely replaced by a walk or bicycle trip. Therefore, the CMA will need to work with the BAAQMD to identify strategies that accomplish both goals and then agree upon the applicability of other strategies to one or both of the goals.

#### 5. Modification to the CMP network

The CMP network will be reviewed every four years, beginning with the 2003 CMP. Since it was reviewed in 2005, the next review will be done in 2009. Those additional roadways that meet the criteria for inclusion will be added. However, State law does not provide incentives to local jurisdictions to add roadways to the CMP network. In fact, there are significant disincentives to adding roadways that may in the future deteriorate to LOS F resulting in deficiency plan requirements and the risk to local jurisdictions of losing Proposition 111 gas tax funds.

#### 6. Transportation revenue shortfalls

State and federal transportation funding continues to be inadequate to address both capital and transit operating costs. The shortfalls may jeopardize our ability to maintain and improve transportation levels of service. Worsening traffic congestion on the CMP-designated roadway system will trigger requirements for local jurisdictions to prepare and adopt deficiency plans, or risk losing Proposition 111 gas tax funds for local projects. The CMA, in cooperation with other transportation partners, will need to address this issue.

#### 7. Land-use analysis program

The CMA will continue to improve the Land-Use Analysis Program to make it meaningful, but not resource-intensive. The results of the MTC-CMA Transportation and land use partnership will be amended into the CMP as appropriate.

## 8. CMP-designated routes

The following procedure and schedule for adding roadways to the CMP-designated system was developed by ACTAC in 2003. The jurisdictions will review their roadways systems for routes that may meet the "Criteria for Inclusion of Principal Arterials." For potential routes, each jurisdiction will conduct 24-hour traffic counts for a period including a Tuesday through Thursday of a typical week. Traffic counts should be taken around the first week in April 2008<sup>4</sup>. The schedule for future updates is shown in Table 21.

## 9. Congestion pricing strategies

- The Alameda County CMA has secured federal funding to evaluate, plan and implement a "value-pricing" demonstration project in the I-680 Corridor. The study determined that a HOT lane is operationally, financially and physically feasible. The CMA Board has directed staff to pursue a 3-year pilot program for southbound I-680.
- Funding and authorizing authority are needed to implement the pilot project.
- free transits on Spare the Air days.
- off-peak transit fare discounts.
- parking ticket surcharge by the Alameda County jurisdictions, revenues to be used for transit.

## 10. Countywide Travel Demand Model

Current CMA model is based on Census 1990 and ABAG's Projections 2002. At the time of printing this report, developing a new model is underway based on MTC's regional transportation model. The new model is expected to be available for use by summer 2006. Until the new model becomes available the current model will be used.

## 11. Changing to follow HCM 2000

CMA will investigate and develop a process to transition from following Highway Capacity Manual (HCM) 1985 to HCM 2000. This will be done through reviews with ACTAC in summer 2006. It is expected that the change could have implications on Land Use Analysis Program, Level of Service Standards and Conformity Requirements.

## 10. ~~Level of Service (LOS) F Standards~~

~~CMA will investigate the possibility of applying a range for LOS F on selected freeway segments of the CMP Road Network in the 2004 LOS Monitoring study.~~

**Table 21 — Implementation Schedule**

TASK	WHO	WHEN
Review Criteria for Adding Roadways	Jurisdictions	January 2005
Update Criteria in 2005 CMP	ACTAC/Board	June 2005
Identify Potential Routes	Jurisdictions	January 2008 <sup>4</sup>
Review Routes	ACTAC/Board	February 2008 <sup>4</sup>
Collect Traffic Data	Jurisdictions	March/April 2008 <sup>4</sup>
Review Data	ACTAC/Board	May 2008 <sup>4</sup>
Review Criteria for Adding Roadways in the following CMP Update	Jurisdictions	January 2009
Update Criteria in 2009 CMP	ACTAC/Board	June 2009
Select CMP Designated Routes	ACTAC/Board	June 2009 <sup>4</sup>
Incorporate Routes in 2009 <sup>5</sup> CMP	ACTAC/Board	June 2009 <sup>5</sup>

In order to be in compliance with the CMP, each jurisdiction must submit potential CMP-designated routes to the CMA by June 30, 2008<sup>4</sup>. The identification of routes must be based on 24-hour counts taken in spring 2008<sup>4</sup>.





ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**Memorandum**

*June 7, 2005  
Agenda Item 4.1*

**DATE:** May 31, 2005  
**TO:** ACTAC  
**FROM:** Matt Todd, Senior Transportation Engineer  
**RE:** 2005 Congestion Management Program (CMP) Update

**Action Requested**

Staff recommends that the committee review the attached draft Capital Improvement Program (CIP) table. This information was recently collected from jurisdictions for inclusion in the CMA's Congestion Management Program (CMP), and is proposed to be included in the 2005 CMP Update.

**Next Steps**

ACTAC is requested to review this draft CIP information and return comments and/or corrections to the CMA by June 16, 2005. The CIP table will be included in the 2005 CMP update for adoption at a later date.

**Discussion**

To update the program, jurisdictions submit to the CMA projects intended to maintain or improve the level of service on the designated system and to meet transit performance standards. The CIP table of the CMP is intended to show the planned investment in the CMP network over the next six fiscal years, 05/06-10/11, and is updated every two years.

The CMA has compiled the CIP information received to date from jurisdictions into a draft CIP table. In general, projects under \$1 M have been included in the lump sum projects totals. This draft CIP Table needs to be finalized in the next 2 weeks, so it can be included in the draft CMP document in July.

The following is the remaining schedule for the CMP update:

- ACTAC to review the draft CIP information and return comments and/or corrections to the CMA by June 16, 2005.
- A draft CMP will be presented to the PPC and Board in July. A final CMP will be approved in the fall after the completion of the 2006 STIP process.

**Draft CIP Table -2005 CMP Update**

		Project Funding (\$ x 000's)			
Sponsor	Project Name / Description	Federal	State	Local	Total
Lump Sum Projects					0
All Alameda Jurisdictions	Roadway Capital Investment	2,283	0	4,872	7,155
All Alameda Jurisdictions	Roadway Rehabilitation Investment	1,102	300	47,822	49,224
All Alameda Jurisdictions	Roadway Operations Investment	0	3,136	9,612	12,748
All Alameda Jurisdictions	Bicycle Pedestrian	3,687	9,543	26,656	39,886
All Alameda Jurisdictions	Transit Capital Replacement	2,045	0	3,627	5,672
All Alameda Jurisdictions	Other Projects	747	261	15,989	16,997
					0
Individual Project Listings					0
Roadway Capital Investment					0
Alameda/ACTIA	I-880/Broadway - Jackson Street Interchange (Phase 1)		6,223	4,930	11,153
Alameda/ACTIA	I-880/Broadway - Jackson Street Study (Phase 2)		TBD	2,000	TBD
ACCMA	I-580 Auxiliary Lane			12,195	12,195
ACCMA/ACTIA	I-238 Widening	17,500	30,816	81,667	129,983
Berkeley	Spruce Street Reconstruction	1,651		857	2,508
Caltrans	SR 24/Caldecott Tunnel	18,000	87,000	125,000	230,000
Caltrans	Sunol Grade HOV Corridor-Northbound	33,020	41,346	20,754	95,120
Caltrans	Sunol Grade HOV Corridor-Southbound	52,003	15,554	4,167	71,724
Caltrans	Sunol Grade HOV Corridor-Soundwalls	1,730	8,717	431	10,878
Caltrans	I-580 HOV lane - Eastbound "ultimate"				75,000
Caltrans	I-580 HOV lane - Westbound "ultimate"				75,000
Caltrans	I-580 HOV lane - Eastbound "interim"				70,000
Caltrans	I-880/SR 92 I/C			9,600	9,600
Caltrans/ACTA	I-880/Mission Blvd (SR 262)/Warren Ave. I/C Reconstruction and I-880 Widening (Phase 1A)	10,312	82,315	63,619	156,246
Caltrans/ACTA	I-880/Mission Blvd (SR 262)/Warren Ave. I/C Reconstruction and I-880 Widening (Phase 1B)			12,281	12,281
Caltrans/ACTA	Route 84 Realignment in Fremont & Union City		10,000	85,890	95,890
Dublin	I-580/Fallon Road Interchange Improvement			14,549	14,549
Dublin	Dougherty Road Improvements from I-580 to Houston Place			13,541	13,541
Dublin	Scarlett Drive/Iron Horse Trail Extension			10,642	10,642

Dublin	Saint Patrick Way from Regional Street to Golden Gate Drive			1,633	1,633
Fremont	Grade Separations at Washington Blvd. & Paseo Padre Pkwy		35,700	39,300	75,000
Fremont	Osgood Rd. Widening	1,500		4,125	5,625
Hayward	West A Street Realignment - Hesperian to Golf Course Road			3,488	3,488
Hayward/ACTA	Route 238 Corridor Improvement Project			90,000	90,000
Hayward/ACTIA	Route 92/880 Reliever Route			61,300	61,300
Livermore/ACTIA	Isabel Avenue Widening (Route 84 Expressway)			86,112	86,112
Newark	Central Avenue Overpass (R/W & Construction)	12,400		1,600	14,000
Newark	Thornton Avenue Widening (R/W & Construction)	5,650		750	6,400
Oakland	I-880 Northbound @ 29th Avenue - Ramp Replacement & Operational Improvements	2,500		10,000	12,500
Oakland	42nd/High St. Access Improvements to I-880 (ROW)		3,130		3,130
Oakland	Mandela Parkway Extension (ROW)		1,900		1,900
Port	Airport Loop Road Improvements				60,000
Port	North Field Air Cargo Access Road	900			15,000
Port	Reconstruct 7th St./Rail Grade Separation				68,800
Port	Reconstruct Adeline St. Overpass				60,000
Port	Realign Maritime St.				30,000
Port	Build truck access ramp to E/B I-80 at 7th St.				5,000
<i>Roadway Rehabilitation Investment</i>					0
<i>Roadway Operations Investment</i>					0
Alameda County	Castro Valley/Foothill Blvd. Intersection Improvements				2,500
Alameda County	Crow Canyon Road Safety Improvements		500	450	6,100
Alameda County	I-580 Interchange Improvements in Castro Valley			11,000	27,000
Alameda County	Vasco Road Safety Improvements- Phase I	3,900	6,500	5,800	22,446
Alameda County	Vasco Road Safety Improvements- Phase II				20,000
Ala County/ACTIA	I-580 Interchange Improvements in Castro Valley			11,260	11,260
Oakland	Integrated Traffic Management Center and Emergency Operations Center	744		744	1,488
					0

<i>Bicycle Pedestrian</i>					0
Alameda County	Castro Valley Blvd. Streetscape Improvements				15,000
Alameda County	Coliseum BART to Bay Trail Connector				6,000
Alameda County	E. 14th/Mission Pedestrian/Transit/Streetscape Imps-Phases II & III				20,000
Alameda County	Grant Avenue Pedestrian/Bicycle Trail				2,000
Alameda County	Hesperian Streetscape Improvements				14,600
Alameda County	Lewelling Blvd/East Lewelling Blvd. Improvements Phase I.a			11,600	15,000
Alameda County	Lewelling Blvd/East Lewelling Blvd. Improvements Phase II				18,000
Alameda County	Sunol Town Center Streetscape and Pedestrian Improvements				1,100
Ala County/ACTIA	Lewelling Blvd./E. Lewelling Blvd. Improvements - Phase 1			13,437	13,437
BART	Station Electronic Bicycle Locker Program (Alameda County portion)			1,100	1,100
Berkeley	9th Street Bicycle Boulevard Extension	398	687		1,085
Berkeley	Citywide Sidewalk and Curb Ramp Program		258	4,410	4,668
Oakland	Downtown Streetscape/14th and Broadway			9,615	9,615
Oakland	Chinatown Bike/Ped Improvements	2,200		477	2,677
Oakland	Coliseum Transit Hub Streetscape	1,600		452	2,052
Oakland	40th Street Ped Improvement Project	958		400	1,358
Oakland	Coliseum BART to Bay Trail Bike/Ped Connector			1,150	1,150
Oakland	Oakland Bay Trail: Mandela Parkway (Mandela from 7th to 8th; & 8th St from Union to Mandela.	902		125	1,027
Oakland	Coliseum Transit Hub Streetscape Improvements	1,600	319	1,800	3,719
Oakland	Coliseum BART to Bay Trail Bike/Pedestrian Connector		150	1,000	1,150
San Leandro	San Leandro Slough Ped/Bike Bridge	2,320	280	500	3,100
San Leandro	San Leandro Marina Bay Trail			1,000	1,000
San Leandro	W. Estudillo Ave. Streetscape Improvements	2,900			2,900
					0
<i>Transit Capital Replacement</i>					0
AC Transit	ADA Paratransit Assistance	24,000		6,000	30,000
AC Transit	Preventive Maintenance Program	32,000		8,000	40,000
AC Transit	Welfare to Work/Job Access	24,000		24,000	48,000
AC Transit	Maintenance Facility Upgrades	13,000	3,000	250	16,250

AC Transit	Information System Upgrades	4,000		1,000	5,000
AC Transit	Paratransit Vehicle Lease	4,500		1,125	5,625
AC Transit	Bus Replacement - 61 Thirty Foot Buses		3,600	20,500	24,100
AC Transit	Bus Replacement - 30 Artic Buses		2,150	19,300	21,450
AC Transit	Bus Replacement - 71 standard buses		3,330	30,000	33,330
AC Transit	Bus Replacement - 132 standard buses		6,460	58,100	64,560
BART/ACCMA	I-580 Corridor/BART Studies			10,625	10,625
LAVTA	Replacement Program - Fixed Route Vehicles	10,148		2,439	12,587
LAVTA	Replacement Program - Paratransit Vehicles	1,221		250	1,471
LAVTA	Preventative Maintenance	1,383			1,383
LAVTA	Major Component Rehabilitation Program (Engine and Transmissions)			2,400	2,400
LAVTA	Satellite Facility Construction	4,490	4,000	3,694	12,184
<i>Other Projects</i>					0
AC Transit	Berkeley/Oakland San Leandro BRT-Phase I Rapid Bus			18,400	18,400
AC Transit	Berkeley/Oakland San Leandro BRT-Phase II - BRT	6,431		59,400	65,831
Newark/ACTIA/ SMCTA	Dumbarton Corridor Project		12,000	201,900	213,900
Alameda County	Fruitvale Avenue Bridge (Lifeline)				30,000
Alameda County	Bernal ACE Station				3,000
Berkeley	Berkeley Rail Stop & Transit Plaza	641	279	1,149	2,069
Newark	Dumbarton Rail Corridor		24,000	166,408	190,408
Oakland	Transit Village Intermodal Access (Coliseum and MacArthur BART Stations)	1,000		10,000	11,000
Oakland	Coliseum Transit Hub Streetscape Improvements	1,600	319	1,800	3,719
Oakland	Coliseum Transit Village	500	850	5,000	6,350
Port	Joint Intermodal Terminal (JIT) Expansion: Outer Harbor Intermodal Terminal (OHIT)				87,500
Port	On-Port Access Improvements to Intermodal Facilities				12,000
Port	Upgrade UPRR Drill Track North of Port				6,000
<b>Totals</b>		<b>313,466</b>	<b>404,623</b>	<b>1,597,069</b>	<b>3,039,554</b>

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TFCA Program Manager Funds  
Timely Use of Funds- June 2005

ACTAC- Agenda Item 4.2  
6/7/05

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>RED ZONE (Milestone within 3 months)</b>							
99ALA01	ACCMA	Arterial Management- I-880 Smart Corridor	TFCA Award	Agree. Executed		9/20/99	FMR Due July 04
			\$ 182,000.00	Proj. Start		Feb-00	
			TFCA Expended	Final Reim.		3/21/02	
			\$ 182,000.00	FMR	Jul-04		
				Exp Deadline Met	2/28/02	yes	
02ALA07	LAVTA	Automatic Vehicle Locators for LAVTA Fleet	TFCA Award	Agree. Executed		2/12/03	FMR Due Sep. 04 FMR Received- Reviewing
			\$ 750,000.00	Proj. Start		Oct-03	
			TFCA Expended	Final Reim.	12/31/05	1/13/05	
			\$ 750,000.00	FMR	Sep-04		
				Exp Deadline Met	12/19/04	yes	
02ALA15	AC Transit	Bus Stop Signage/Information	TFCA Award	Agree. Executed		2/3/03	Expenditure Deadline Dec 04 FMR Due Dec. 04
			\$ 164,457.00	Proj. Start		Jul-02	
			TFCA Expended	Final Reim.	12/31/05		
			\$ 95,654.09	FMR	Dec-04		
				Exp Deadline Met	12/19/04		
94ALA16	City of Livermore	East Avenue signal interconnect	TFCA Award	Agree. Executed		3/17/97	FMR Due Mar. 05, FMR Received- Reviewing
			\$ 46,441.00	Proj. Start		Jan-97	
			TFCA Expended	Final Reim.		3/5/99	
			\$ 46,441.00	FMR	Mar-05		
				Exp Deadline Met	2/13/97	yes	
95ALA09	City of Livermore	Arterial Traffic Management- East Avenue	TFCA Award	Agree. Executed		3/19/1997	FMR Due Mar. 05, FMR Received- Reviewing
			\$ 48,884.55	Proj. Start		Jan-97	
			TFCA Expended	Final Reim.		3/5/99	
			\$ 48,884.55	FMR	Mar-05		
				Exp Deadline Met	4/22/98	yes	
02ALA08	City of Livermore	Las Positas/Altamont Creek Multi-Use Trail	TFCA Award	Agree. Executed		4/3/03	Expenditure Deadline Dec 04 FMR Due Mar. 05
			\$ 158,630.00	Proj. Start		May-02	
			TFCA Expended	Final Reim.	12/31/05		
			\$ 104,608.87	FMR	Mar-05		
				Exp Deadline Met	12/19/04		
03ALA08	City of Oakland	CNG Refueling Station-Oakland	TFCA Award	Agree. Executed		Jul-03	Board approved extension request. Revised agreement sent 2/1/05. Due to CMA by 5/1/05.
			\$ 225,000.00	Proj. Start			
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Aug-06		
				Exp Deadline Met	11/25/05		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

Spring 05- Timely Use of Funds

TFCA Program Manager Funds  
Timely Use of Funds- June 2005

ACTAC- Agenda Item 4.2  
6/7/05

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
97ALA33	City of Oakland	Class 2 Bicycle Lanes- 3rd St. Corridor (1.3mi.), Hegenberger (3.3mi), & Foothill Bancroft	TFCA Award	Agree. Executed		5/17/04	FMR Due May 05
			\$ 20,000.00	Proj. Start		Mar-99	
			TFCA Expended	Final Reim.		5/28/04	
			\$ 20,000.00	FMR	May-05		
99ALA06	City of Oakland	Class II Bicycle Lane- 3rd St. (1.3mi.)		Exp Deadline Met	12/4/00	yes	FMR Due May 05
			TFCA Award	Agree. Executed		10/31/01	
			\$ 34,618.00	Proj. Start		Nov-99	
			TFCA Expended	Final Reim.		5/28/04	
01ALA04	City of Oakland	City of Oakland Bicycle Route Signage	\$ 34,618.00	FMR	May-05		Expenditure deadline Dec 04 FMR Due May 05
				Exp Deadline Met	11/17/01	yes	
			TFCA Award	Agree. Executed		1/28/04	
			\$ 102,546.00	Proj. Start		Jul-01	
01ALA07	City of Oakland	Eastlake Streetscape Enhancement Program	TFCA Expended	Final Reim.	12/31/05		FMR Due May 05
			\$ 11,247.85	FMR	May-05		
				Exp Deadline Met	12/31/04		
			TFCA Award	Agree. Executed		4/23/02	
03ALA03	City of Emeryville	Class II Bicycle Lane- Doyle Street Greenway.	\$ 200,000.00	Proj. Start		Jul-01	FMR Due June 05 Expenditures not complete
			TFCA Expended	Final Reim.	12/31/04	Apr-04	
			\$ 200,000.00	FMR	May-05		
				Exp Deadline Met	12/21/03	yes	
03ALA04	City of Fremont	Class II Bicycle Lane- Fremont Blvd		Exp Deadline Met	11/25/05		FMR Due June 05 Expenditures not complete
			TFCA Award	Agree. Executed		7/9/04	
			\$ 100,250.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06		
03ALA07	City of Fremont	CNG Refueling Station-Fremont	\$ -	FMR	Jun-05		FMR Due Jun 05 Expenditures not complete Project postponed due to construction delays.
				Exp Deadline Met	11/25/05		
			TFCA Award	Agree. Executed		2/9/04	
			\$ 96,242.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 28,176.66	FMR	Jun-05		
				Exp Deadline Met	11/25/05		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

Spring 05- Timely Use of Funds



TFCA Program Manager Funds  
Timely Use of Funds- June 2005

ACTAC- Agenda Item 4.2  
6/7/05

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed/ Date</u>	<u>Notes</u>
02ALA02	City of Oakland	Coliseum BART Bus Stop Relocation	\$ 192,000.00	Proj. Start		Jul-02	Expenditures not complete FMR Due Jul 05
			TFCA Expended	Final Reim.	12/31/06		
			\$ 4,757.95	FMR	Jul-05		
				Exp Deadline Met	09/30/05		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

Spring 05- Timely Use of Funds

TFCA Program Manager Funds  
Timely Use of Funds- June 2005

ACTAC- Agenda Item 4.2  
6/7/05

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed/ Date</u>	<u>Notes</u>
<b>YELLOW ZONE (Milestone within 4-6 Months)</b>							
03ALA02	City of Berkeley	Berkeley BART: Attended Bikestation	TFCA Award	Agree. Executed		1/14/04	Expenditures not complete FMR Due Oct 05
			\$ 86,136.00	Proj. Start		Sep-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Oct-05		
				Exp Deadline Met	11/25/05		
02ALA06	City of Hayward	Soto Rd. Bicycle Gap Closure	TFCA Award	Agree. Executed		1/22/03	Expenditures not complete FMR Due Nov 05
			\$ 183,500.00	Proj. Start		Sep-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 79,262.75	FMR	Nov-05		
				Exp Deadline Met	12/31/05		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

TFCA Program Manager Funds  
Timely Use of Funds- June 2005

ACTAC- Agenda Item 4.2  
6/7/05

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>GREEN ZONE (Milestone beyond 6 months)</b>							
93ALA20	City of San Leandro	Local Arterial Management Program	TFCA Award	Agree. Executed		8/25/93	FMR Due Dec 05
			\$ 44,044.00	Proj. Start		Jul-93	
			TFCA Expended	Final Reim.		95/96	
			\$ 44,044.00	FMR	Dec-05		
				Exp Deadline Met	3/29/96	yes	
94ALA20	City of San Leandro	Local Arterial Traffic Management	TFCA Award	Agree. Executed		2/22/94	FMR Due Dec 05
			\$ 50,898.00	Proj. Start		Jul-94	
			TFCA Expended	Final Reim.		7/1/97	
			\$ 50,898.00	Final Mon.	Dec-05		
				Exp Deadline Met	2/13/97	yes	
95ALA04	City of Dublin	Upgrade Traffic Signal Coordination	TFCA Award	Agree. Executed		9/16/97	FMR Due Dec 05
			\$ 22,011.00	Proj. Start		Sep-96	
			TFCA Expended	Final Reim.		11/19/98	
			\$ 22,011.00	FMR	Dec-05		
				Exp Deadline Met	4/22/98	yes	
95ALA13	City of San Leandro	Arterial Traffic Management-	TFCA Award	Agree. Executed		6/17/96	FMR Due Dec 05
			\$ 62,657.00	Proj. Start		Jul-95	
			TFCA Expended	Final Reim.		9/15/99	
			\$ 62,657.00	FMR	Dec-05		
				Exp Deadline Met	4/22/98	yes	
96ALA11	City of San Leandro	Advanced Traffic Management System- Citywide	TFCA Award	Agree. Executed		5/17/99	FMR Due Dec 05
			\$ 416,150.00	Proj. Start		Jul-96	
			TFCA Expended	Final Reim.		6/30/03	
			\$ 416,150.00	FMR	Dec-05		
				Exp Deadline Met	11/26/02	yes	
00ALA12	BART	Fruitvale Attended bicycle Parking Facility	TFCA Award	Agree. Executed		10/3/02	FMR Due Dec 05 Expenditures not complete
			\$ 400,000.00	Proj. Start		Jul-00	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 269,032.00	FMR	Dec-05		
				Exp Deadline Met	12/31/05		
01ALA13	ACCMA	ACE Shuttle Service	TFCA Award	Agree. Executed		8/11/00	FMR Due Dec 05
			\$ 740,000.00	Proj. Start		Oct-01	
			TFCA Expended	Final Reim.	12/31/04	Jan-02	
			\$ 740,000.00	FMR	Dec-05		
				Exp Deadline Met	12/21/03	yes	

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

Spring 05- Timely Use of Funds

TFCA Program Manager Funds  
Timely Use of Funds- June 2005

ACTAC- Agenda Item 4.2  
6/7/05

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
04ALA02	City of Union City	Compressed Natural Gas Fueling Facility Improvements	TFCA Award	Agree. Executed	5/10/05		FMR Due June 06 Agreement Executed - 5/10/05
			\$ 50,000.00	Proj. Start	Jun-05		
			TFCA Expended	Final Reim.			
			\$ -	FMR	Jun-06		
01ALA10	City of San Leandro	Arterial Management: Advanced Signal System	TFCA Award	Agree. Executed		3/18/02	FMR Due Jul 06
			\$ 42,500.00	Proj. Start			
			TFCA Expended	Final Reim.	12/31/04	Aug-04	
			\$ 42,500.00	FMR	Jul-06		
03ALA12	ACCMA	Transit Bus Priority Systems, International Blvd.	TFCA Award	Agree. Executed		5/14/04	Expenditures not complete FMR Due Aug 06
			\$ 500,000.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 97,757.90	FMR	Jun-06		
03ALA13	ACCMA	Guaranteed Ride Home Program	TFCA Award	Agree. Executed	8/14/04	5/14/04	Expenditures not complete FMR Due Sep 06
			\$ 231,200.00	Proj. Start	Sep-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 76,392.41	FMR	Sep-06		
03ALA14	City of Berkeley	City Carshare- Eastbay Expansion	TFCA Award	Agree. Executed	11/11/04	11/29/04	Expenditures not complete FMR Due Sep 06
			\$ 125,996.00	Proj. Start	Feb-05	12/1/04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 71,112.57	FMR	Sep-06		
03ALA15	LAVTA	ACE Shuttle to the Dublin/ Pleasanton BART Station (From Pleasanton ACE Station) for FY 04/05 and FY 05/06 Operations	TFCA Award	Agree. Executed	11/11/04	10/14/04	Expenditures not complete FMR Due Sep 06
			\$ 83,934.00	Proj. Start	Jul-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$20,487.63	FMR	Sep-06		
96ALA10	City of Oakland	Arterial Traffic Signal Management- Citywide	TFCA Award	Agree. Executed		7/24/96	FMR Due date extended to Oct. 06
			\$ 850,000.00	Proj. Start		Oct-98	
			TFCA Expended	Final Reim.		4/9/03	
			\$ 850,000.00	FMR	Oct-06		
				Exp Deadline Met	12/31/02	yes	

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

Spring 05- Timely Use of Funds

TFCA Program Manager Funds  
Timely Use of Funds- June 2005

ACTAC- Agenda Item 4.2  
6/7/05

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed/ Date</u>	<u>Notes</u>
04ALA01	City of Fremont	Signal Retiming: Auto Mall Pkwy., Paseo Padre Pkwy., Warm Springs Blvd., and Fremont Blvd.	TFCA Award	Agree. Executed			Expenditures not complete FMR Due Mar. 08
			\$ 123,000.00	Proj. Start	Jun-05		
			TFCA Expended	Final Reim.			
			\$ -	FMR	Mar-08		
				Exp Deadline Met	4/13/07		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

04/05 Annual Report,  
July 2005, Due August 31, 2005

Proj#	Sponsor	Project Title	Comments	AR in?
94ALA16	City of Livermore	East Avenue Signal Interconnect		
94ALA20	City of San Leandro	Local Arterial Traffic Management		
95ALA04	City of Dublin	Upgrade Traffic Signal Coordination		
95ALA09	City of Livermore	Arterial Traffic Management-East Avenue		
95ALA13	City of San Leandro	Arterial Traffic Management		
96ALA11	City of San Leandro	Advanced Traffic Management System-Citywide		
97ALA33	City of Oakland	Class 2 Bicycle Lanes - 3rd St. Corridor(1.3 mi.), Hegenberger (3.3 mi.) & Foothill/Bancraft		
99ALA01	ACCMA	Arterial Management - I-880 Smart Corridor		
99ALA06	City of Oakland	Class 2 Bicycle Lane - 3rd St. (1.3 mi.)		
00ALA12	BART	Fruitvale Attended Bicycle Parking Facility (236 spaces)		
01ALA04	City of Oakland	City of Oakland Bicycle Route Signage		
01ALA07	City of Oakland	EastLake Streetscape and Pedestrian Enhancement Program		
01ALA10	City of San Leandro	Arterial Management: Advanced Signal System		
01ALA13	ACCMA	ACE Shuttle Service-		
02ALA06	City of Hayward	Soto Rd. Bicycle Lane Gap Closure		
02ALA08	City of Livermore	Las Positas/Altamont Creek Multi-Use Trail		
02ALA10	City of Oakland	Coliseum BART Bus Stop Relocation		
02ALA15	AC Transit	Bus Stop Signage/Information		
03ALA02	City of Berkeley	Berkeley BART: Attended Bikestation		
03ALA03	City of Emeryville	Class 2 Bicycle Lane- Doyle Street Greenway		
03ALA04	City of Fremont	Class 2 Bicycle Lane- Fremont Blvd		
03ALA07	City of Fremont	CNG Refueling Station- Fremont		
03ALA08	City of Oakland	CNG Refueling Station- Oakland		
03ALA12	ACCMA	Tranist Bus Priority Sys. -International Blvd.		
03ALA13	ACCMA	Guaranteed Ride Home Program		
03ALA14	City of Berkeley	City Carshare- Eastbay Expansion		
03ALA15	LAVTA	Ace Shuttle Service- to Dublin/Pleasanton (for FY 04/05 and FY 05/06 Operations)		
04ALA01	City of Fremont	Signal Retiming: Auto Mail Pkwy., Paseo Padre Pkwy., Warm Springs Blvd., and Fremont Blvd.		
04ALA02	City of Union City	Compressed Natural Gas Fueling Facility Improvements		
04ALA03	BART	San Francisco Bay Area Rapid Transit (BART)		

*June 2005 Timely Use of Funds Report  
Federally-Funded Locally Sponsored Alameda County Projects*

*ACTAC Agenda Item: 4.3  
Meeting Date: June 7, 2005*

Index	TIP ID	Sponsor	Project Title	Fund Source	Prog'd Amount \$ x 000	Phase	FY	Required Activity	Date Req'd by	Zone	Notes	Prev Zone
1	ALA010063	AC Transit	Aquire 416 Bus Catalyst Devices	CMAQ	\$ 68	CON	04/05	Award into FTA Grant	6/30/06	G	\$68k obligated 4/28/05	R
2	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1	STP	\$ 3,900	ROW	04/05	Obligate Funds	6/30/05	R	Auth Req 3/23/05	Y
3	ALA050021	Ala. County	East Ave Rehab	STP STP	\$ 27 \$ 505	PSE CON	04/05 05/06	Encumber Funds Sub Req for Auth	6/30/06 4/01/06	G G	E-76 effective 2/28/05	G G
4	ALA050020	Berkeley	Gilman Street Rehab	STP	\$ 705	CON	06/07	Req Proj Field Rev Sub ENV package Sub Req for Auth	8/04/05 6/30/06 4/01/07	R G G		Y G G
5	ALA050022	Fremont	Rehab on Various Sts	STP	\$ 1,753	CON	05/06	Sub ENV package Req Project Field Rev Sub Req for Auth	6/30/05 8/04/05 4/01/06	R R G		R Y G
6	ALA050025	Hayward	Hesperian Blvd Rehab	STP	\$ 553	CON	05/06	Sub ENV package Req Project Field Rev Sub Req for Auth	6/30/05 8/04/05 4/01/06	R R G		R Y G
7	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices	CMAQ	\$ 175	CON	04/05	Award into FTA Grant	6/30/06	G	\$175k obligated 5/20/05 transfer letter sent to FTA	Y
8	ALA030017	LAVTA	Exp. Bus -Route 70 & Subscript. Routes	CMAQ	\$ 89	CON	04/05	Award into FTA Grant	6/30/06	G	\$89k obligated 4/28/05	Y
9	ALA050024	Livermore	South Vasco Rd Rehab	STP	\$ 300	CON	05/06	Sub ENV package Req Project Field Rev Sub Req for Auth	6/30/05 8/04/05 4/01/06	R R G		R Y G
10	ALA050028	Oakland	Chinatown Ped Imps	CMAQ CMAQ CMAQ CMAQ	\$ 267 \$ 265 \$ 1,017 \$ 651	ENV CON CON CON	04/05 05/06 05/06 06/07	Encumber Funds Req Project Field Rev Sub ENV package Sub Req for Auth Sub Req for Auth Sub Req for Auth	6/30/06 8/04/05 6/30/05 4/01/06 4/01/06 4/01/07	G R R G G G	\$267k obligated 5/17/05	Y G R G G G
11	ALA050023	Oakland	Rehab on Various Sts	STP STP	\$ 499 \$ 1,074	CON CON	05/06 06/07	Sub ENV package Req Project Field Rev Sub Req for Auth Sub Req for Auth	6/30/05 8/04/05 4/01/06 4/01/07	R R G G		R Y G G
12	ALA050026	San Leandro	Washington Ave Rehab	STP STP	\$ 30 \$ 282	PSE CON	04/05 05/06	Encumber Funds Sub Req for Auth	6/30/06 4/01/06	G G	E-76 effective 2/24/05	G G
13	ALA990015	Union City	UC Intermodal Station	CMAQ	\$ 1,124	CON	05/06	Sub Req for Auth	4/01/06	G	TLC \$ -in process of transferring to FTA	G

PAGE 53

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